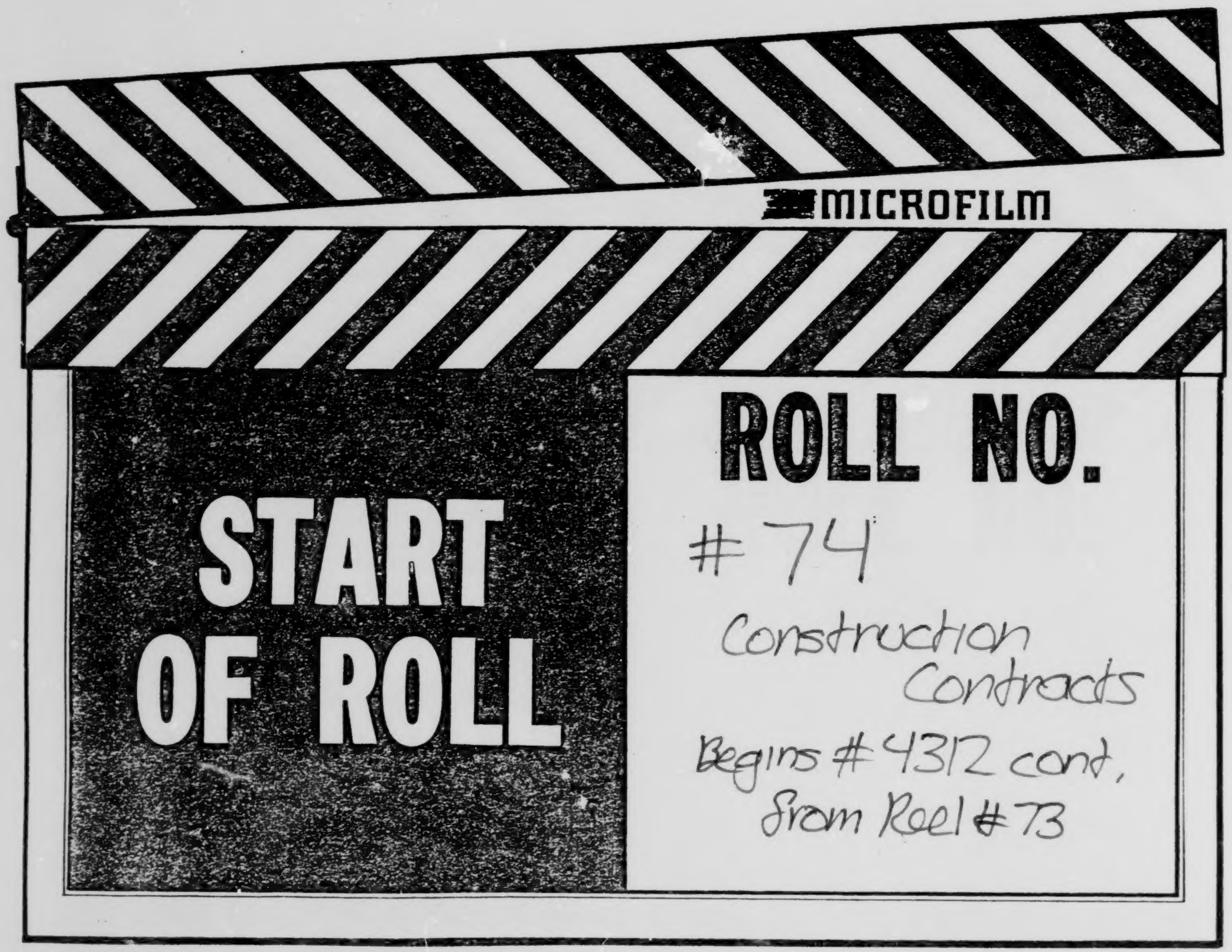

START OF ROLL

ROLL NO.

#74

Construction Contracts

Begins #4312 cont, from Reel #73

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FOR FILING
FORM E-30X 37½ 3-54 78730

1N-176(10)
4312

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 9, 1955

SUBJECT: Battle Creek Jct.-Illahee
Pacific Highway East
Contract No. 4312

NOTED
W. C. WILLIAMS

To:

~~Mr. J. D. Walker~~
~~Division Engineer~~

Reference is made to Laboratory Report No. 379566, dated November 4, 1955, in which there is an excess of 7% retained on the 3/8-inch screen and a deficiency of 5% passing the ¼-inch screen.

These discrepancies have been consistent and should be corrected as soon as possible. Will you please instruct the resident engineer to insist that the stone base and shoulder material meet the specification requirements, and have him place sufficient inspection on the quarry operations that this be done.

Also, please have samples obtained of this material after corrective action marked so as to clearly show that they represent corrected stone base and shoulder material.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

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OFFICE OF
STATE HIGHWAY ENGINEER

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IN-176 (10)
4312

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 8, 1955

SUBJECT: Battle Creek Jct.-Illahee
Pacific Highway East
Contract No. 4312

NOTED
W. C. WILLIAMS

To:

Mr. J. D. Walker
Division Engineer

Reference is made to Laboratory Report No. 379402, dated November 4, 1955, which indicates a deficiency of 6% on the part retained on the ¼-inch screen and 1½% deficiency on the part passing the ¼-inch screen.

Will you please have the resident engineer tighten his gradation control and mark the material submitted for test to show that it represents corrective action.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

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OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

1N-176 (10)
4312

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 4, 1955

SUBJECT: Battle Creek Jct.-Illahee
Pacific Highway East
Contract No. 4312

NOTED
W. C. WILLIAMS

To:

Mr. J. D. Walker
Division Engineer

Reference is made to Laboratory Reports 379260 and 379261, dated November 2, 1955, showing high liquid limits and plasticity indexes, as well as a deficiency in the part passing the #4 screen.

Only one test in the eight samples submitted since this job started, covering base surfacing has complied with the specifications covering the part passing the ¼-inch screen. The range of violation has ranged from 4 to 16 percent deficiency. Please instruct the resident engineer to correct this phase of plant and quarry operation.

These are the first laboratory reports showing excessive liquid limits and plasticity indexes. Both the bunker and road samples show the same excess of 6%. Please have the resident engineer exercise greater control on the selection of areas in the quarry so that the rock produced can meet our requirements.

Also, have the resident engineer mark samples taken after corrective action so that it is clear that they represent corrected material.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

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NOV 7 1955
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 7 1955
FOR FILING

Form E-83—10M—5-55

IN-176 (10)

O GON STATE HIGHWAY DEPARTM

Materials Division

NOTED
W. C. WILLIAMS

Laboratory Report

Project	Battle Cr. Jct.-Illahee	Prefix	24-1086
Highway 4312	Pacific East	County	Marion
Contractor	Roy L. Houck & Son — Contract No. 4312	F. A. Project No.	IN-176(10)
Submitted by	K. E. Bartel	Date reported	November 2, 1955

REPORT ON SAMPLE OF ~~XXXX~~ Coarse AGGREGATE

Source of material 100' W. of Sta. 412, Ch. Chg. Quarry

Sampled at Bunkers

To be used	Base Surfacing	Date received	Oct. 31, 1955
Sampled by	K. E. Bartel	Quantity represented	2000 c.y.

TEST RESULTS

Laboratory No. 379261
Data sheet No. A-45159
Type of Material Cr. Rock 2½"-0"
Treatment of sample
Screen Opening: To ¼" Sq.
¼" and below— Square

GRANULOMETRIC ANALYSIS

Retained on sieve	Per cent single sieve	Per cent accumulative	Fine aggregate
2½	0	0	
2	10.0	10.0	
1½	~~14.1~~ 14.4	24.4	
1¼	8.9	33.3	
1	5.7	39.0	
3/4	9.6	48.6	
½	15.8	64.4	
¼	13.0	77.4	
10	11.2	88.6	
40	6.0	~~94~~ 94.6	
Pass	5.4	5.4	
Total	100.0		

Strength test, per cent of standard mortar:		
Compression		%
Organic material, color plate No.		
Specific gravity (Le Chatelier)		
Unit weight, lbs. per cu. ft., dry rodded		
Unit weight, lbs. per cu. ft., loose		
Fineness factor		
Sodium sulfate test, per cent loss		
Elutriation		%
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	12	%
Manufactured fines		%
Liquid limit: Natural fines	39	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.
Deficient in material passing ¼".

TEST REPORT DISTRIBUTION:
- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Walker
- x Resident Engineer Bartel
- Dist. Maint. Supt.
- Foreman
- x Files
- x Geology and Soils
- x W. C. Williams
- x Fretwell

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NOV 3 1955
OFFICE OF
STATE HIGHWAY ENGINEER

G. W. Harr

Engineer of Materials

State Printing 85451

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NOV 2 1955
FOR FILING

FORM E-30X 37½ 3-54 73730

1N-176 (10)
4312

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1, 1955

SUBJECT: Battle Creek Jct.-Illahee
Pacific Highway East
Contract No. 4312

To:
Mr. J. D. Walker
Division Engineer

Reference is made to Laboratory Reports 378668 and 378839, dated October 24th and 26th, respectively, showing that the requirements on pages 12 and 13 of the special provisions, relative to gradation and maximum size has not been met.

An improvement in gradation is noted on the October 26th report, but it appears made at the expense of maximum size. This must be maintained at 2½ inches.

Please instruct the resident engineer to put emphasis on gradation control and representative sampling of final base aggregate product in his inspection of this phase of the contract.

Plant site screening tests and care in selecting the point of sampling will aid him in getting acceptable base course aggregate.

Please have the resident engineer mark any samples taken after some change in production method or sampling method in such a manner that it is plain that they represent the result of this change in method.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams ✓
Ray Webber

RECEIVED
NOV 1 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 25 1955
FOR FILING

IN-176(10)
4312

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 24, 1955

SUBJECT: Battle Creek Jct.-Illahee
Pacific Highway East
Contract No. 4312

NOTED
W. C. WILLIAMS

To:
Mr. J. D. Walker
Division Engineer

Reference is made to Laboratory Reports 378604 and 378605, dated October 20, 1955 showing that the gradation required for base course is not met, either in maximum size nor gradation, required by the Special Provisions, pages 12 and 13.

Please have the resident engineer tighten up on the inspection of this material as this is the second record of unsuitable base course material being produced and used on this project, and have the samples submitted after the adjustments marked so as to show that they represent corrected material.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
OCT 25 1955
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 21 1955
FOR FILING

1N-176(10)
4312

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 20, 1955

SUBJECT: Battle Creek Jct.-Illahee
Pacific Highway East
Contract No. 4312

NOTED
W. C. WILLIAMS

To:

Mr. J. D. Walker
Division Engineer
Office

Dear Sir:

Reference is made to Laboratory Report 378302 dated October 19, 1955, which shows a lack of material passing the ¼-inch screen. The last previous test, Laboratory Report 378136, dated October 13, 1955, also showed this same deficiency.

Please have the resident engineer adjust the plant and quarry operations so as to have the base material produced satisfy the specifications.

Very truly yours,

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

Talked to Walker he said this was fixed

LHY.

RECEIVED
OCT 20 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 20 1955
FOR FILING

FORM 2-60X 33½ 2-54 73730

1N-176 (10)

4312

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1955

SUBJECT: Battle Creek Jct.-Illahee
Pacific Highway East
Contract No. 4312

To:

Mr. J. D. Walker
Division Engineer
State Highway Department
Office

NOTED
W. C. WILLIAMS

Dear Sir:

Reference is made to Laboratory Report 378136, dated October 17, 1955, which indicates that the grading of the 2½"-0 base course is short on material passing the 1½" and ¼" screens.

Will you please have the resident engineer tighten up on his inspection of this phase of base construction so that the gradation will satisfy the specifications.

Also, have the resident engineer mark samples of base rock materials submitted for tests showing that the samples represent the base material produced after corrective action has been taken.

Very truly yours,

L. H. Young

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
OCT 10 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123 50M REVISED 2-52

RECEIVED
OCT 10 1955
FOR FILING

1N-176 (10)
4312

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 6, 1955

NOTED
W. C. WILLIAMS

Roy L. Houck and Son
4309 Portland Road
Salem, Oregon

Dear Mr. Houck:

Owing to the advanced season it is deemed inadvisable to place any base rock on the roadbed of the Battle Creek Junction-Illahee Unit of Pacific Highway East, Contract No. 4312, during the coming fall and winter seasons.

Placing of base rock without providing an asphaltic seal or binder course would tend to delay the drying process of the roadbed in the 1956 spring season.

An exception to this instruction is that you will be required to place such surfacing rock on frontage roads, accesses to abutting property, and temporary crossings of the roadbed which will be required in order to provide proper access for the property owners affected.

You are reminded that upon completion of your season's work all drainage must be properly functioning and the roadbeds left in such a condition as will tend to hold erosion from winter storms to a minimum.

Very truly yours,

JDWalker

J. D. Walker
Division Engineer

JDW:fm

cc: W. C. Williams ✓
H. G. Smith
Kenneth Bartel

RECEIVED
OCT 7 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Form PR-2 (Revised 1950)

GPR8-1790

State Oregon

Project No. IN-176(10)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of September, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 20th day of August, 1954, a program, which was approved on the 3rd day of September, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 8th day of September, 1954, and the sum of three hundred twenty thousand and 00/100 dollars ($320,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 271+50 in the NW 1/4 of Section 25, T. 8 S., R. 3 W., W.M., and survey station 390+00 in the NE 1/4 of Section 2, T. 9 S., R. 3 W., W.M., without exception

, length 2.079 miles, in Marion County, being Oregon project No. IN-176(10), consisting of 2.079 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **three hundred twenty thousand and 00/100** dollars ($320,000.00), which does not exceed the authorized Federal pro rata share of **four hundred sixty thousand, five hundred seventy-nine and 24/100** dollars ($460,579.24), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to [illegible] **the State Treasurer**

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

(Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL
STATE HIGHWAY ENGINEER

Attest
SECRETARY

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Bureau of Public Roads.

Oregon State Highway Department

Federal Aid Project
No. IN-176(10)

BATTLE CREEK JUNCTION-ILLAHEE SECTION

OF THE PACIFIC HIGHWAY EAST IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 10, 1955

Type Code 9762
Roadway (Sta. 271+50 to Sta. 390+00)(Contract No. 4312)

All Required	Clearing and Grubbing (80%)		$ 9,600.00
1,400 sq.yd.	Removal of Pavement	$ 1.00	1,400.00
80 lin.ft.	Removal of Curbs	0.50	40.00
5,380 cu.yd.	Drainage Excavation, Unclassified	2.00	10,760.00
333,800 cu.yd.	General Excavation, Unclassified	0.23	76,774.00
1,131,600 yd.sta.	Short Overhaul	0.01	11,316.00
37,500 C-yd.sta.	Long Overhaul	0.40	15,000.00
2.06 miles	Finishing Roadbed and Slopes	1,500.00	3,090.00
12,400 lin.ft.	Rounding Cutbanks	0.15	1,860.00
1,390 lin.ft.	8-inch Corrugated Metal Pipe	2.00	2,780.00
22 lin.ft.	36-inch Corrugated Metal Pipe	11.20	246.40
50 lin.ft.	48-inch Corrugated Metal Pipe	15.15	757.50
110 lin.ft.	60-inch Corrugated Metal Pipe	27.75	3,052.50
180 lin.ft.	22-inch Arch Type Corrugated Metal Pipe	3.90	702.00
380 lin.ft.	12-inch Concrete Pipe	1.65	627.00
1,830 lin.ft.	18-inch Concrete Pipe	2.90	5,307.00
480 lin.ft.	24-inch Concrete Pipe	3.65	1,752.00
40 lin.ft.	36-inch Concrete Pipe	6.25	250.00
210 lin.ft.	60-inch Concrete Pipe	17.00	3,570.00
210 lin.ft.	6-inch Perforated Metal Drain Pipe, Uncoated	1.50	315.00
80 lin.ft.	Salvaging Culvert Pipe	1.00	80.00
40 cu.yd.	Special Backfill in Drains	4.00	160.00
19 only	Concrete Catch Basins	65.00	1,235.00
6 cu.yd.	Concrete Curbs	60.00	360.00
8 cu.yd.	Concrete in Islands	40.00	320.00
350 lin.ft.	1½-inch Electrical Conduit	1.50	525.00
230 only	Metal Sight Posts	4.00	920.00
45,400 cu.yd.	2½" - 0 Rock in Base	1.50	68,100.00
6,200 cu.yd.	3/4" - 0 Rock in Base and Shoulders	2.30	14,260.00
1,400 M-gal.	Sprinkling	2.50	3,500.00
970 cu.yd.	3/4" - 0 Rock in Binder Course	4.00	3,880.00
156 tons	RC-3 Asphalt in Binder Course	40.00	6,240.00
10,250 tons	Class "B" Asphaltic Concrete	5.70	58,425.00
55 cu.yd.	Aggregate in Pavement Seal	5.00	275.00
2,200 cu.yd.	Furnishing and Placing Aggregates	4.00	8,800.00
170 tons	Furnishing and Placing 150-200 Asphalt	40.00	6,800.00
70 tons	Furnishing and Placing RS-1 Asphalt	50.00	3,500.00
			$326,981.40

Guard Rail and Fencing (Sta. 271+50 to Sta. 390+00)(Contract No. 4474)

6,000 lin.ft.	Metal Guard Rail	$ 1.81	$ 10,860.00
1,100 rods	Type 2 Fence	3.90	4,290.00
			$ 15,150.00
	Subtotal		$341,731.40
	10% Engr. & Cont.		34,173.14
	Total		$375,904.54

Type Code X221
Illahee Overcrossing (Bridges No. 2177 & 2177A)(Sta. 297+73.13 to Sta. 298+56.13)
(Contract No. 4330)

Bridge No. 2177

70 cu.yd.	Structural Excavation	$ 5.00	$ 350.00
10 cu.yd.	Excavation Below Elevation Shown	10.00	100.00
800 lin.ft.	Furnish Cast-in-Place Concrete Piling	3.80	3,040.00
12 only	Drive Steel Casings	50.00	600.00
125 cu.yd.	Class "A" Concrete	56.00	7,000.00
34,000 lbs.	Metal Reinforcement	0.11	3,740.00
6 M-FBM	Treated Lumber in Place	350.00	2,100.00
110 lin.ft.	8-inch Metal Drain Pipe	3.50	385.00
All Required	Alter Structure and Provide for Traffic		2,700.00

Bridge No. 2177-A

120 cu.yd.	Structural Excavation	$ 3.00	$ 360.00
10 cu.yd.	Excavation Below Elevation Shown	5.00	50.00
1,840 lin.ft.	Furnish Treated Timber Piling	1.00	1,840.00
36 only	Drive Timber Piles	40.00	1,440.00
920 lin.ft.	Furnish Cast-in-Place Concrete Piling	4.00	3,680.00
14 only	Drive Steel Casings	50.00	700.00
230 cu.yd.	Class "A" Concrete	56.00	12,880.00
54,000 lbs.	Metal Reinforcement	0.11	5,940.00
40 lin.ft.	8-inch Metal Drain Pipe	3.00	120.00
	Subtotal		$ 47,025.00

Type Code X722
Illahee Undercrossing (Sta. 376+00)(Contract No. 4344)

180 cu.yd.	Structural Excavation	$ 4.00	$ 720.00
20 cu.yd.	Excavation Below Elevation Shown	4.00	80.00
2,300 lin.ft.	Furnish Treated Timber Piling	1.05	2,415.00
59 only	Drive Timber Piles	40.00	2,360.00
270 cu.yd.	Class "A" Concrete	58.00	15,660.00
64,000 lbs.	Metal Reinforcement	0.113	7,232.00
70 lin.ft.	8-inch Metal Drain Pipe	3.00	210.00
170 sq.yd.	Concrete Slab Riprap	7.50	1,275.00
			$ 29,952.00

Subtotal	$ 76,977.00
10% Engr. & Cont.	7,697.70
Total	$ 84,674.70

Length of Roadway	2.063 miles
Length of 2 Structures	0.016 miles
Total Length	2.079 miles
Cost of Roadway per mile	$182,212.57

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$375,904.54	$261,170.00	$114,734.54
Structure	84,674.70	58,830.00	25,844.70
	$460,579.24	$320,000.00	$140,579.24

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Project
No. IN-176(10)

BATTLE CREEK JUNCTION-ILLAHEE SECTION
OF THE PACIFIC HIGHWAY EAST IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 14, 1955

Type Code 9762
Roadway (Sta. 271+50 to Sta. 390+00)(Contract No. 4312)

All Required		Clearing and Grubbing (80%)		$ 9,600.00
1,400	sq.yd.	Removal of Pavement	$ 1.00	1,400.00
80	lin.ft.	Removal of Curbs	0.50	40.00
5,380	cu.yd.	Drainage Excavation, Unclassified	2.00	10,760.00
333,800	cu.yd.	General Excavation, Unclassified	0.23	76,774.00
1,131,800	yd.sta.	Short Overhaul	0.01	11,318.00
37,500	C-yd.sta.	Long Overhaul	0.40	15,000.00
2.06	miles	Finishing Roadbed and Slopes	1,500.00	3,090.00
12,400	lin.ft.	Rounding Cutbanks	0.15	1,860.00
1,390	lin.ft.	8-inch Corrugated Metal Pipe	2.00	2,780.00
22	lin.ft.	36-inch Corrugated Metal Pipe	11.20	246.40
50	lin.ft.	48-inch Corrugated Metal Pipe	15.15	757.50
110	lin.ft.	60-inch Corrugated Metal Pipe	27.75	3,052.50
180	lin.ft.	22-inch Arch Type Corrugated Metal Pipe	3.90	702.00
380	lin.ft.	12-inch Concrete Pipe	1.65	627.00
1,830	lin.ft.	18-inch Concrete Pipe	2.90	5,307.00
480	lin.ft.	24-inch Concrete Pipe	3.65	1,752.00
40	lin.ft.	36-inch Concrete Pipe	6.25	250.00
210	lin.ft.	60-inch Concrete Pipe	17.00	3,570.00
210	lin.ft.	6-inch Perforated Metal Drain Pipe, Uncoated	1.50	315.00
80	lin.ft.	Salvaging Culvert Pipe	1.00	80.00
40	cu.yd.	Special Backfill in Drains	4.00	160.00
19	only	Concrete Catch Basins	65.00	1,235.00
6	cu.yd.	Concrete Curbs	60.00	360.00
8	cu.yd.	Concrete in Islands	40.00	320.00
350	lin.ft.	1¼" Electrical Conduit	1.50	525.00
230	only	Metal Sight Posts	4.00	920.00
45,400	cu.yd.	2½" - 0 Rock in Base	1.50	68,100.00
6,200	cu.yd.	3/4" - 0 Rock in Base and Shoulders	2.30	14,260.00
1,400	M-gal.	Sprinkling	2.50	3,500.00
970	cu.yd.	3/4" - 0 Rock in Binder Course	4.00	3,880.00
156	tons	RC-3 Asphalt in Binder Course	40.00	6,240.00
10,250	tons	Class "B" Asphaltic Concrete	5.70	58,425.00
55	cu.yd.	Aggregate in Pavement Seal	5.00	275.00
2,200	cu.yd.	Furnishing and Placing Aggregates	4.00	8,800.00
170	tons	Furnishing and Placing 150-200 Asphalt	40.00	6,800.00
70	tons	Furnishing and Placing RS-1 Asphalt	50.00	3,500.00
				$326,581.40

Guard Rail & Fencing (Sta. 271+50 to Sta. 390+00)

6,000	lin.ft.	Metal Guard Rail	$ 2.35	$ 14,100.00

1,100 rods	Type 2 Fence	$ 3.75	$ 4,125.00
			$ 18,225.00
	Subtotal		$344,806.40
	10% Engr. & Cont.		34,480.64
	Total		$379,287.04

Type Code X221
Illahee Overcrossing (Bridges No. 2177 & 2177A)(Sta. 297+73.13 to Sta. 298+56.13)(Contract No. 4320)

Bridge No. 2177

70 cu.yd.	Structural Excavation	$ 5.00	$ 350.00
10 cu.yd.	Excavation Below Elevation Shown	10.00	100.00
800 lin.ft.	Furnish Cast in Place Concrete Piling	3.80	3,040.00
12 only	Drive Steel Casings	50.00	600.00
125 cu.yd.	Class "A" Concrete	56.00	7,000.00
34,000 lbs.	Metal Reinforcement	0.11	3,740.00
6 M-FBM	Treated Lumber in Place	350.00	2,100.00
110 lin.ft.	8-inch Metal Drain Pipe	3.50	385.00
All Required	Alter Structure and Provide for Traffic		2,700.00

Bridge No. 2177-A

120 cu.yd.	Structural Excavation	$ 3.00	$ 360.00
10 cu.yd.	Excavation Below Elevation Shown	5.00	50.00
1,840 lin.ft.	Furnish Treated Timber Piling	1.00	1,840.00
36 only	Drive Timber Piles	40.00	1,440.00
920 lin.ft.	Furnish Cast in Place Concrete Piling	4.00	3,680.00
14 only	Drive Steel Casings	50.00	700.00
230 cu.yd.	Class "A" Concrete	56.00	12,880.00
54,000 lbs.	Metal Reinforcement	0.11	5,940.00
40 lin.ft.	8-inch Metal Drain Pipe	3.00	120.00
	Subtotal		$ 47,025.00

Type Code X721
Illahee Undercrossing (Sta. 376+00)(Contract No. 4344)

180 cu.yd.	Structural Excavation	$ 4.00	$ 720.00
20 cu.yd.	Excavation Below Elevation Shown	4.00	80.00
2,300 lin.ft.	Furnish Treated Timber Piling	1.05	2,415.00
59 only	Drive Timber Piles	40.00	2,360.00
270 cu.yd.	Class "A" Concrete	58.00	15,660.00
64,000 lbs.	Metal Reinforcement	0.113	7,232.00
70 lin.ft.	8-inch Metal Drain Pipe	3.00	210.00
170 sq.yd.	Concrete Slab Riprap	7.50	1,275.00
			$ 29,952.00
	Subtotal		$ 76,977.00
	10% Engr. & Cont.		7,697.70
	Total		$ 84,674.70

Length of Roadway	2.063 miles
Length of 2 Structures	0.016 mile
Total Length	2.079 miles
Cost of Roadway per mile	$183,852.17

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$379,287.04	$263,234.00	$116,053.04
Structure	84,674.70	58,766.00	25,908.70
	$463,961.74	$322,000.00	$141,961.74

Oregon State Highway Department

Federal Aid Project
No. IN-176(10)

BATTLE CREEK JUNCTION-ILLAHEE SECTION
OF THE PACIFIC HIGHWAY EAST IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon December 31, 1954

Type Code 9762
Roadway (Sta. 271+50 to Sta. 390+00)(Contract No. 4312)

All Required	Clearing and Grubbing (80%)		$ 9,600.00
1,400 sq.yd.	Removal of Pavement	$ 1.00	1,400.00
80 lin.f.	Removal of Curbs	0.50	40.00
5,380 cu.yd.	Drainage Excavation, Unclassified	2.00	10,760.00
333,800 cu.yd.	General Excavation, Unclassified	0.23	76,774.00
1,131,800 yd.sta.	Short Overhaul	0.01	11,318.00
37,500 C-yd.sta.	Long Overhaul	0.40	15,000.00
2.06 miles	Finishing Roadbed and Slopes	1,500.00	3,090.00
12,400 lin.ft.	Rounding Cutbanks	0.15	1,860.00
1,390 lin.ft.	8-inch Corrugated Metal Pipe	2.00	2,780.00
22 lin.ft.	36-inch Corrugated Metal Pipe	11.20	246.40
50 lin.ft.	48-inch Corrugated Metal Pipe	15.15	757.50
110 lin.ft.	60-inch Corrugated Metal Pipe	27.75	3,052.50
180 lin.ft.	22-inch Arch Type Corrugated Metal Pipe	3.90	702.00
380 lin.ft.	12-inch Concrete Pipe	1.65	627.00
1,830 lin.ft.	18-inch Concrete Pipe	2.90	5,307.00
480 lin.ft.	24-inch Concrete Pipe	3.65	1,752.00
40 lin.ft.	36-inch Concrete Pipe	6.25	250.00
210 lin.ft.	60-inch Concrete Pipe	17.00	3,570.00
210 lin.ft.	6-inch Perforated Metal Drain Pipe, Uncoated	1.50	315.00
80 lin.ft.	Salvaging Culvert Pipe	1.00	80.00
40 cu.yd.	Special Backfill in Drains	4.00	160.00
19 only	Concrete Catch Basins	65.00	1,235.00
6 cu.yd.	Concrete Curbs	60.00	360.00
8 cu.yd.	Concrete in Islands	40.00	320.00
350 lin.ft.	1¼" Electrical Conduit	1.50	525.00
230 only	Metal Sight Posts	4.00	920.00
45,400 cu.yd.	2½" - 0 Rock in Base	1.50	68,100.00
6,200 cu.yd.	3/4" - 0 Rock in Base and Shoulders	2.30	14,260.00
1,400 M-gal.	Sprinkling	2.50	3,500.00
970 cu.yd.	3/4" - 0 Rock in Binder Course	4.00	3,880.00
156 tons	RC-3 Asphalt in Binder Course	40.00	6,240.00
10,250 tons	Class "B" Asphaltic Concrete	5.70	58,425.00
55 cu.yd.	Aggregate in Pavement Seal	5.00	275.00
2,200 cu.yd.	Furnishing & Placing Aggregates	4.00	8,800.00
170 tons	Furnishing & Placing 150-200 Asphalt	40.00	6,800.00
70 tons	Furnishing & Placing RS-1 Asphalt	50.00	3,500.00
		Subtotal	$326,581.40

10% Engr. & Cont.	$ 32,658.14
Total	359,239.54

Type Code X221
Illahee Overcrossing (Bridges No. 2177 & 2177A)(Sta. 297+73.13 to Sta. 298+56.13) (Contract No. 4320)

Bridge No. 2177

70 cu.yd.	Structural Excavation	$ 5.00	$ 350.00
10 cu.yd.	Excavation Below Elevation Shown	10.00	100.00
800 lin.ft.	Furnish Cast-in-Place Concrete Piling	3.80	3,040.00
12 only	Drive Steel Casings	50.00	600.00
125 cu.yd.	Class "A" Concrete	56.00	7,000.00
34,000 lbs.	Metal Reinforcement	0.11	3,740.00
6 M-FBM	Treated Lumber in Place	350.00	2,100.00
110 lin.ft.	8-inch Metal Drain Pipe	3.50	385.00
All Required	Alter Structure and Provide for Traffic		2,700.00

Bridge No. 2177A

120 cu.yd.	Structural Excavation	$ 3.00	$ 360.00
10 cu.yd.	Excavation Below Elevation Shown	5.00	50.00
1,840 lin.ft.	Furnish Treated Timber Piling	1.00	1,840.00
36 only	Drive Timber Piles	40.00	1,440.00
920 lin.ft.	Furnish Cast-in-Place Concrete Piling	4.00	3,680.00
14 only	Drive Steel Casings	50.00	700.00
230 cu.yd.	Class "A" Concrete	56.00	12,880.00
54,000 lbs.	Metal Reinforcement	0.11	5,940.00
40 lin.ft.	8-inch Metal Drain Pipe	3.00	120.00
	Subtotal		$ 47,025.00

Type Code X721
Illahee Undercrossing (Sta. 376+00)

180 cu.yd.	Structural Excavation	$ 8.00	$ 1,440.00
20 cu.yd.	Excavation Below Elevation Shown	10.00	200.00
2,300 lin.ft.	Furnish Treated Timber Piling	1.20	2,760.00
59 only	Drive Timber Piles	50.00	2,950.00
270 cu.yd.	Class "A" Concrete	60.00	16,200.00
64,000 lbs.	Metal Reinforcement	0.12	7,680.00
70 lin.ft.	8-inch Metal Drain Pipe	4.00	280.00
170 sq.yd.	Concrete Slab Riprap	8.00	1,360.00
			$ 32,870.00
	Subtotal		79,895.00
	10% Engr. & Cont.		7,989.50
	Total		$ 87,884.50

Length of Roadway	2.063 miles
Length of 2 Structures	0.016 mile
Total Length	2.079 miles
Cost of Roadway per mile	$174,134.53

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$359,239.54	$249,871.00	$109,368.54
Structure	87,884.50	61,129.00	26,755.50
	$447,124.04	$311,000.00	$136,124.04

Oregon State Highway Department

Federal Aid Project
No. IN-176 (10)

BATTLE CREEK JUNCTION-ILLAHEE SECTION
OF THE PACIFIC HIGHWAY EAST IN MARION COUNTY

(Estimate to accompany plans and specification. Not as a basis for project agreement.)

Salem, Oregon, November 19, 1954

Type Code 9762
Roadway (Sta. 271+50 to Sta. 390+00) (Contract No. 4312)

All Required		Clearing and Grubbing (80%)		$ 9,600.00
1,400	sq. yds.	Removal of Pavement	$ 1.00	1,400.00
80	lin. ft.	Removal of Curbs	0.50	40.00
5,380	cu. yds.	Drainage Excavation, Unclassified	2.00	10,760.00
333,800	cu. yds.	General Excavation, Unclassified	0.23	76,774.00
1,131,800	yd. sta.	Short Overhaul	0.01	11,318.00
37,500	C-yd. sta.	Long Overhaul	0.40	15,000.00
2.06	miles	Finishing Roadbed and Slopes	1,500.00	3,090.00
12,400	lin. ft.	Rounding Cutbanks	0.15	1,860.00
1,390	lin. ft.	8-inch Corrugated Metal Pipe	2.00	2,780.00
22	lin. ft.	36-inch Corrugated Metal Pipe	11.20	246.40
50	lin. ft.	48-inch Corrugated Metal Pipe	15.15	757.50
110	lin. ft.	60-inch Corrugated Metal Pkpe	27.75	3,052.50
180	lin. ft.	22-inch Arch Type Corrugated Metal Pipe	3.90	702.00
380	lin. ft.	12-inch Concrete Pipe	1.65	627.00
1,830	lin. ft.	18-inch Concrete Pipe	2.90	5,307.00
480	lin. ft.	24-inch Concrete Pipe	3.65	1,752.00
40	lin. ft.	36-inch Concrete Pipe	6.25	250.00
210	lin. ft.	60-inch Concrete Pipe	17.00	3,570.00
210	lin. ft.	6-inch Perforated Metal Drain Pipe, Uncoated	1.50	315.00
80	lin. ft.	Salvaging Culvert Pipe	1.00	80.00
40	cu. yds.	Special Backfill in Drains	4.00	160.00
19	only	Concrete Catch Basins	65.00	1,235.00
6	cu. yds.	Concrete Curbs	60.00	360.00
8	cu. yds.	Concrete in Islands	40.00	320.00
350	lin. ft.	1¼" Electrical Conduit	1.50	525.00
230	only	Metal Sight Posts	4.00	920.00
45,400	cu. yds.	2½" - 0 Rock in Base	1.50	68,100.00
6,200	cu. yds.	3/4" - 0 Rock in Base and Shoulders	2.30	14,260.00
1,400	M-gal.	Sprinkling	2.50	3,500.00
970	cu. yds.	3/4" - 0 Rock in Binder Course	4.00	3,880.00
156	tons	RC-3 Asphalt in Binder Course	40.00	6,240.00

10,250	tons	Class "B" Asphaltic Concrete	$ 5.70	$ 58,425.00
55	cu. yds.	Aggregate in Pavement Seal	5.00	275.00
2,200	cu. yds.	Furnishing and Placing Aggregates	4.00	8,800.00
170	tons	Furnishing and Placing 150-200 Asphalt	40.00	6,800.00
70	tons	Furnishing and Placing RS-1 Asphalt	50.00	3,500.00
		Subtotal		$326,581.40
		10% Engr. & Cont.		32,658.14
		Total		$359,239.54

Type Code X221
Illahee Overcrossing (Bridges No. 2177 and 2177A) (Sta. 297+73.13 to Sta. 298+56.13)

Bridge No. 2177

70	cu. yds.	Structural Excavation	$ 10.00	$ 700.00
10	cu. yds.	Excavation Below Elevation Shown	15.00	150.00
800	lin. ft.	Furnish Cast in Place Concrete Piling	5.00	4,000.00
12	only	Drive Steel Casings	60.00	720.00
125	cu. yds.	Class "A" Concrete	60.00	7,500.00
34,000	lbs.	Metal Reinforcement	0.11	3,740.00
6	M-FBM	Treated Lumber in Place	300.00	1,800.00
110	lin. ft.	8-inch Metal Drain Pipe	4.00	440.00
All Required		Alter Structure and Provide for Traffic		3,000.00

Bridge No. 2177-A

120	cu. yds.	Structural Excavation	10.00	1,200.00
10	cu. yds.	Excavation Below Elevation Shown	15.00	150.00
1,840	lin. ft.	Furnish Treated Timber Piling	1.20	2,208.00
36	only	Drive Timber Piles	50.00	1,800.00
920	lin. ft.	Furnish Cast in Place Concrete Piling	5.00	4,600.00
14	only	Drive Steel Casings	60.00	840.00
230	cu. yds.	Class "A" Concrete	60.00	13,800.00
54,000	lbs.	Metal Reinforcement	0.11	5,940.00
40	lin. ft.	8-inch Metal Drain Pipe	4.00	160.00
		Subtotal		$ 52,748.00
		10% Engr. & Cont.		5,274.80
		Total		$ 58,022.80

Length of Roadway	2.063 miles
Length of 2 Structures	0.016 mile
Total Length	2.079 miles
Cost of Roadway per Mile	$174,134.53

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$359,239.54	$247,091.00	$112,148.54
Structure	58,022.80	39,909.00	18,113.80
	$417,262.34	$287,000.00	$130,262.34

	Bid Quan.	Unit Price	Amount
	180	8 —	1,440 —
	20	10 —	200 —
	2300	1 ^{20}	2760 —
	59	50 —	2950 —
	270	60 —	16200 —
	64,000	.12	7680 —
	70	4 —	280 —
	170	8 —	1360 —
			32,870 —
		+ 12 ½ %	4108 ^{75}
			36,978 ^{75}

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 14, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project IN-176(10), Battle Creek Junction-Illahee Section of the Pacific Highway East (Guardrail and right-of-way fence).

This is to authorize your advertising for bids.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
JUN 22 1955
OREGON
STATE HIGHWAY COMMISSION

8

RECEIVED
MAY 2 1955
FOR FILING

In-126(10)

4312

May 2, 1955

Portland General Electric Company
136 South High Street
Salem, Oregon

Attention: Mr. Merle Travis

Gentlemen:

This is your authority to move a power pole located approximately 135 feet westerly from Engineer's Station 425+00, on the Battle Creek-Illahee Unit of the Pacific Highway East.

Upon completion of the work and upon presentation of the proper billing, based on an estimated cost of $181.72, this Department will reimburse you. This estimate was furnished to our Resident Engineer, Mr. Kenneth Bartel, by Mr. H. L. Paulsen.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

HGS: me

cc Mr. H. G. Smith
Mr. J. D. Walker
Mr. Kenneth Bartel

FORM E30—50M—10-54—79488

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1955

SUBJECT:

To:

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

Dear Sir:

Herewith copies of a letter from K. E. Bartel in response to your letter of April 26, 1955, pertaining to the cost of moving a power pole on the Asel Eoff property on the Salem By-Pass-Jefferson Junction Section.

Yours very truly,

J. D. Walker
Division Engineer

By F. T. Lacey
F. T. Lacey
Division Office Engineer

FTL:AM

RECEIVED
APR 29 1955
OFFICE OF
CONSTRUCTION ENGINEER

FORM E-30 25M 8-50 40800

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1955

SUBJECT: Power Pole. Files No. 22109, 22111

To: Mr. J. D. Walker
Division Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

In response to your letter of April 27, 1955. I called Mr. N. L. Paulson, who is an estimator for the P. G. E. Company and Salem and got this information.

The power pole in question is westerly some 135 feet from Engineers Station 425+00 (center line of the present 99E- Pacific Highway) which is about 300 feet south of the present construction of the Battle Creek - Illahee Unit which ends at Station 422+05.

The pole in question should be moved now during their relocation and reconstruction of their power line through the present highway construction. Future construction would call for the removal of this pole. The estimated cost for the pole removal and relocation and necessary materials needed is $181.72.

Very truly yours,

Kenneth E. Bartel

Kenneth E. Bartel,
Resident Engineer

FORM 830--50M--10 54--78488

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 25, 1955

SUBJECT: Files 22109 - 22111 - Asel Eoff
Salem By-pass-Jefferson Junction
Pacific East Highway
Marion County

To:
Mr. H. G. Smith
Construction Engineer
OFFICE

Attention: Edwin A. Pease
Construction Office Engineer

The title report on the above property shows a pole line easement through the property to Portland General Electric. Our new construction necessitates the moving of one of the poles on this line and Mr. Eoff has requested that we advise Merle Travis of the Portland General Electric office in Salem that their bill for moving the poles should be mailed to the Highway Department for payment.

Will you please advise Mr. Travis on the proper procedure for submitting the bill.

Very truly yours,

R. L. PORTER
Right of Way Engineer

By:
E. F. Chidsey
Ass't. Right of Way Engineer

EFC/fn

RECEIVED
APR 26 1955
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
MAR 9 1955
FOR FILING

IN-176 (10)
4312

March 2, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on February 21, 1955 on Contract No. 4312, Battle Creek Junction-Illahee Unit, Battle Creek Junction-Jefferson Junction Section, in Marion County, in connection with Federal Aid Project No. IN-176 (10).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:bb

RECEIVED
JAN 15 1955
FOR FILING

IN-176 (10)
4312

NOTED
W. C. WILLIAMS

Salem, Oregon
January 12, 1955

W. O. Widdows
Asst. Maintenance Engineer
Highway Shops

Proposed Illumination
Battle Creek Junction-Illahee Unit
Battle Creek Junction-Jefferson Junction
Section
Pacific Highway East

There are attached plans and material lists showing proposed installation of luminaire units on the Battle Creek Junction-Illahee Unit, Battle Creek Junction-Jefferson Junction Section of the Pacific Highway East. The cost of this installation, $3,700 should be a State Force Order against the construction project, which is Contract No. 4312, Prefix No. 24-1086, Federal Aid Project No. IN-176(10), total authorization $397,981.58.

Will you please care for the installation, coordinating your work with that of the construction contractor. Your attention is directed to the fact that certain conduit runs are to be made by the contractor. The $3,700 of work covered by this letter is to the best of our knowledge all that we will be sending to you to be charged against the $5,100 allocated for Lighting, Signals and Signs.

(For) F. B. Crandall
Traffic Engineer

JAH:jr
Attachments

cc - W. C. Williams
H. G. Smith - Attachment
S. H. Probert
J. D. Walker - Attachment
K. E. Bartel - Attachment

RECEIVED
FOR FILING

IN-176 (10)
4312

NOTED
W. C. WILLIAMS

Salem, Oregon
January 12, 1955

Proposed Illumination
Battle Creek Junction-Illahee Unit
Battle Creek Junction-Jefferson Junction
Section
Pacific Highway East

W. O. Widdows
Asst. Maintenance Engineer
Highway Shops

There are attached plans and material lists showing proposed installation of luminaire units on the Battle Creek Junction-Illahee Unit, Battle Creek Junction-Jefferson Junction Section of the Pacific Highway East. The cost of this installation, $3,700 should be a State Force Order against the construction project, which is Contract No. 4312, Prefix No. 24-1086, Federal Aid Project No. IN-176(10), total authorization $397,981.58.

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(For) F. B. Crandall
Traffic Engineer

JAH:jr
Attachments

cc - W. C. Williams
H. G. Smith - Attachment
S. H. Probert
J. D. Walker - Attachment
K. E. Bartel - Attachment

RECEIVED
DEC 28 54
FOR FILING

1N-17 ( )

4312

December 27, 1954

Mr. Joe Rogers
Representative elect, Polk County
Independence, Oregon

Dear Mr. Rogers:

Replying to your letter of December 20, addressed to Mr. W. C. Williams, relative to the Battle Creek Junction-Illahee Unit of the Pacific Highway, advise that the contractor will be required to furnish aggregates for the asphaltic concrete pavement in accordance with the specifications.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith
Mr. J. D. Walker

WCW:me fp

Independence, Oregon

December 20, 1954

NOTED
W. C. WILLIAMS

Mr. W. C. Williams,
State Highway Dep't.,
Highway Building
Salem, Oregon.

Re: Battle Creek Junction-Illahee Unit-Pacific Highway-Sept 24, 1954.

Dear Sir,

It has come to my attention with respect to the contract let for the above named project, the contractor plans to use aggregates supplied by Salem commercial plants in the construction of asphaltic concrete pavement.

As explained to me the specifications call for material excavated from the channel change to be processed for paving materials. Should this be true and if the specifications were modified prior to the opening were all bidders given the same opportunity to revise their bids? I would appreciate knowing the facts concerning this case.

Yours truly,

Joe Rogers

Joe Rogers
Representative elect Polk County

About
8,000 yds
[illegible]

PLEASE RETURN TO
W. C. WILLIAMS

RECEIVED
[illegible] 2 1954
OREGON
STATE HIGHWAY COMMISSION

files 8

RECEIVED
DEC 2 - 1954
FOR FILING

7N-171 (10)
4312

December 1, 1954

Roy L. Houck & Son
1585 N. 20th St.
Salem, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4312, which was awarded to you on November 5, 1954 by the State Highway Commission, covering the Battle Creek Junction-Illahee Unit, Battle Creek Junction-Jefferson Junction Section of the Pacific Highway East in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
FOR FILING
OREGON DISTRICT

IN-176 (10)
4312

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

November 5, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project IN-176 (10), Battle Creek Junction-Illahee Unit of the Pacific Highway East, we hereby concur, as of this date, in award of contract No. 4312 to Roy L. Houck and Son of Salem, Oregon, low bidder in the amount of $341,441.40 at the September 24, 1954 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
NOV 8 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 18 1954
FOR FILING

[illegible]
4312

November 5, 1954

Mr. Roy L. Houck & Son
1585 N. 20th Street
Salem, Oregon

NOTED
J. Mc.C.

Gentlemen:

The State Highway Commission on September 24, 1954 accepted your proposal for grading and paving the Battle Creek Junction-Illahee Unit, Battle Creek Junction-Jefferson Junction Section of the Pacific Highway East, about six miles south of Salem, Marion County, for the sum of $341,441.40 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4312.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms our telephone call to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Pacific Builders & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

R. G. Savage (SIAC)
H. G. Smith
S. H. Probert

RECEIVED
NOV 5 1954
FOR FILING

Const

[illegible]

[illegible]

IN-176(10)

November 5, 1954

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Battle Creek Junction-Illahee Section of the Pacific Highway in Marion County, Project IN-176 (10), to Roy L. Houck & Son of Salem, Oregon, on the basis of the bid of $341,441.40 submitted on September 24, 1954.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:bb

RECEIVED
SEP 29 1954
FOR FILING

[illegible]

Fed. Aid

Prog. & Proj.

IN-176(10)

September 27, 1954

Roy L. Houck & Son
1585 North 20th Street
Salem, Oregon

Gentlemen:

The State Highway Commission on September 24, 1954 accepted your bid in the amount of $341,4[illegible]1.40 for grading and paving on the Battle Creek Junction-Illahee Unit, Battle Creek Junction-Jefferson Junction Section of the Pacific Highway East in Marion County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc:

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
FOR FILING
[illegible]
[illegible]
[illegible]

X ref

(IN-176)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

September 8, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project IN-176(10), Battle Creek Junction-Illahee Section of the Pacific Highway East. This is to authorize your advertising for bids.

Award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. POLK
District Engineer

By

A. F. Bester
A. F. BESTER
Supv. Highway Design Engineer

RECEIVED
SEP 20 1954
OREGON
STATE HIGHWAY COMMISSION

#7

RECEIVED
FOR FILING

Const
Fed Aid
Proj Cor

FA 264

File

September 2, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project WPMS-FAS 264
(Revised), Molalla-Estacada
Section, Woodburn-Estacada
Highway

Dear Sir:

Reference is made to the sketch map, subject project, dated May 1951, recently approved.

We have been advised that the sketch map does not show the minor system revision approved March 16, 1954.

Please furnish four copies of the sketch map on the revised location.

Very truly yours,

C. G. POLK
District Engineer

(Original sent to Forrest Cooper with note "Please supply.")

RECEIVED
SEP 2 1954
OREGON
STATE HIGHWAY COMMISSION

S-198(2) Beaverton-Multnomah Co. Line 1954
Sec., Beaverton-Hillsdale Hwy.
#4313

[illegible] 4313

Monthly transaction number 6-13	Fo[illegible]-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Washington
Project report number 6		Project number Ore. -S-198(2)

RECEIVED
JUL 1958
FOR FILING

4313

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 18, 1955, is hereby modified as follows:

Revised estimated total cost of project $ 398,428.00

Revised Federal funds $ 222,740.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24 day of June, 1958.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By

State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By G. G. Polk
Division Engineer

USComm-DC 11170

FORM PR 3 (October 1954)

State Oregon
County Washington
Project No. S-198(2)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 18th day of Feb., 1955, by and between The Oregon State Highway Commission constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 21st day of April, 1954, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program: Being 2.944 miles of grading, draining, and 4-lane high type paving (Character of work) between F.A. Route 32 in Beaverton and U 260-009 in Portland (Control points), consisting of 2.944 miles of roadway and no (Number) bridges [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of one hundred eighty-six thousand and 00/100 dollars ($186,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is three hundred twenty-three thousand, seven hundred fourteen and 60/100 dollars ($323,714.60).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITHNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title)

By Chas H Reynolds
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

Attest
H B Glaisyer
SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS
By
Division Engineer, Bureau of Public Roads

—32551

FEB 21

RECEIVED
MAY 15 1958

FOR FILING
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)

(CONTRACT NO.) 4313	(EST. NO.)	(CONTRACTOR)	
4313	21 Final	Porter W. Yett	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
10091	H211789	$ 1,000.00	5/12/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion date: Sept. 15, 1955

Time Extensions: Sept. 8, 1956

Completion Date: Sept. 8, 1956

Date Accepted: Sept. 27, 1956

Penalties: None of record

Claims: Claim by Gladys Sussman in amt. of $1,000, for damage by dust.

Remarks:

Date: May 13, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

MAY 14 1958

NOTED ON CARD
OM

RECEIVED
MAY 2 1958
FOR FILING

[illegible]

430

May 2, 1958

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4313 for grading and paving on the Beaverton-Multnomah County Line Section of the Beaverton-Hillsdale Highway in Washington County was completed by the contractor, Porter W. Yett, on Sept. 8, 1956, and was formally accepted by the Highway Commission on Sept. 27, 1956.

Final payment in the amount of $1,000.00 will be released to the contractor on or after May 12, 1958. The total contract amount is $326,407.05, and no force account work was performed on the project.

A claim was filed by Mrs. Sussman in the amount of $1000.00, against this project, of which you have been previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm
cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

file

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APR 17 1958
FOR FILING

4

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 16, 1958

SUBJECT: Gladys Vera Sussman
vs.
State of Oregon
Case No. 19583
Our File: L-2688

To:
Mr. C. H. Maison
Auditor
Accounting Division
BUILDING

Reference is made to Mr. Robert L. May's letter to you of January 4, 1957 in connection with $1,000.00 retained out of moneys due and owing to Mr. Porter Yett under Contract No. 4313. This money was retained because the Highway Commission was named the party defendant in a damage case and Mr. Porter Yett was responsible under the contract for any such damages. The case has been dismissed in Washington County and we have a copy of the order of dismissal on our file so it would now be in order to release this money to Mr. Yett. The attorney for Mr. Yett is Mr. Robert L. Recken, Public Service Building, Portland 4, Oregon. On April 10, Mr. Recken made inquiry on this matter and I have written him that payment would be made in the near future. Would you please send a copy of any letters of transmittal to Mr. Recken or otherwise notify him when this matter is disposed of.

NOTED
H. B. GLAISYER

FRED A. MORGAN
Staff Attorney

FAM:pg

cc: Mr. Forrest Cooper
Mr. H. B. Glaisyer
Mr. G. E. Rohde

NOTED
FLOYD QUERY

REFERRED TO
Query

RECEIVED
APR 13 1958
FOR FILING
FORM 530—50M—2-57—1476

[illegible]

4313

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 16, 1958

SUBJECT: Gladys Vera Sussman
vs.
State of Oregon
Case No. 19583
Our File: L-2688

To: Mr. Forrest Cooper
Deputy State Highway Engineer
BUILDING

Enclosed please find copies of letters forwarded to Mr. Maison and Mr. Recken in response to Mr. Recken's letter of April 10, the original of which is returned to you. This matter has to do with the withholding of $1,000.00 owing Mr. Yett under contract No. 4313, which was withheld due to the pendency of a damage case against the State of Oregon, which case has now been dismissed. We have asked Mr. Maison to release the $1,000.00 to Mr. Yett and to so notify his attorney, Mr. Recken.

FRED A. MORGAN
Staff Attorney

FAM:pg

Attachments

NOTED
FORREST COOPER

RECEIVED
APR 16 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 8-57

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 16, 1958

Mr. Robert L. Recken
Attorney at Law
Public Service Building
Portland 4, Oregon

Re: Gladys Vera Sussman
vs.
State of Oregon
Case No. 19583
Our File: L-2688

Dear Mr. Recken:

This is to confirm our telephone conversation of yesterday afternoon.

On the 1st day of April, we received a copy of the order of dismissal in the above-entitled case and we have instructed our Accounting Department that the money due and owing Mr. Yett may be released to him. This should be done in the very immediate future and we are very sorry for the delay.

Yours very truly,

FRED A. MORGAN
Staff Attorney

FAM:pg

cc: Mr. Forrest Cooper

FORM E-20X—25M—8-55—66200

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 16, 1958

SUBJECT: Gladys Vera Sussman
vs.
State of Oregon
Case No. 19583
Our File: L-2688

To: Mr. C. H. Maison
Auditor
Accounting Division
BUILDING

Reference is made to Mr. Robert L. May's letter to you of January 4, 1957 in connection with $1,000.00 retained out of moneys due and owing to Mr. Porter Yett under Contract No. 4313. This money was retained because the Highway Commission was named the party defendant in a damage case and Mr. Porter Yett was responsible under the contract for any such damages. The case has been dismissed in Washington County and we have a copy of the order of dismissal on our file so it would now be in order to release this money to Mr. Yett. The attorney for Mr. Yett is Mr. Robert L. Recken, Public Service Building, Portland 4, Oregon. On April 10, Mr. Recken made inquiry on this matter and I have written him that payment would be made in the near future. Would you please send a copy of any letters of transmittal to Mr. Recken or otherwise notify him when this matter is disposed of.

FRED A. MORGAN
Staff Attorney

FAM:pg

cc: Mr. Forrest Cooper
Mr. H. B. Glaisyer
Mr. G. E. Rohde

RECEIVED
APR 14 1958
FOR FILING

8-198(2)
4313

Salem, Oregon
April 11, 1958

Mr. Leonard I. Lindas
Chief Counsel

Attached is a letter received from Mr. Robert L. Recken in regard to money that we are withholding on State Highway Contract No. 4313.

If the lawsuit against the two contractors has now been settled, as alleged in Mr. Recken's letter, will you kindly notify Mr. Forrest Cooper, who will then release the withheld money to Mr. Yett.

Kindly forward Mr. Recken's letter to Mr. Cooper when you inform him as to the settlement of the lawsuit.

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

cc Mr. Forrest Cooper

LAW OFFICES OF
ROBERT L. RECKEN
PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON
CAPITOL 2-9467

L. A. RECKEN-1955
ROBERT L. RECKEN

[illegible]
cc to [illegible]

April 10, 1958

Oregon State Highway Department
Salem, Oregon

Re: State Highway Contract #4313

Gentlemen:

I represent Mr. Porter W. Yett in connection with the claim of a Mrs. Gladys Sussman for alleged damage to her property, which was adjacent to the Beaverton-Hillsdale property. She claimed damage to the paint on her house and garage, and originally filed suit against the State Highway Commission. Later an amended complaint was filed in which the State Highway Commission was not included, but the action was brought against Porter W. Yett and Perkins Brothers.

In the meantime, the State had withheld $1,000.00 from Porter W. Yett, apparently as protection against whatever liability the State Highway Commission might have. Even after the suit was dropped as far as the State Highway Commission was concerned, the sum was still withheld.

The pending law suit against the two contractors has now been settled and is in the final stages of being dismissed. In view of the fact that the State Highway Commission has not been a party to this action since last Fall, and also as this case has now been settled, would it be possible to expedite the payment of the $1,000.00 to Mr. Yett on his contract.

Yours truly,

Robert L Recken

Robert L. Recken

RLR/mck
cc: Porter W. Yett

Referred by Stevenson to Morgan

noted
JM

RECEIVED
APR 11 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 16 1957

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

1 190 ([illegible])

October 15, 1957

Glens Falls Insurance Company
225 S. W. Fourth Avenue
Portland 4, Oregon

Re: Sussman v. Oregon State Highway Commission

Attention Mr. R. L. Metcalf
Claims Manager

Gentlemen:

In your letter of October 14, 1957 you requested certain information concerning the claim over which Gladys Sussman is suing the State Highway Commission.

On December 31, 1956, the State Highway Commission was served with a complaint. This complaint was filed in the Circuit Court for Washington County and bears the file number 19583. Said complaint was filed by the law firm of Fertig and Colombo, Failing Building, Portland, Oregon.

On January 8, 1957, the State Highway Commission filed a demurrer. There has been no further disposition of this case. However, our trial attorney handling this case has advised me that he is pressing a hearing on the demurrer and it should be disposed of within a week or so. He also expressed confidence that the demurrer would be sustained.

Very truly yours,

LEONARD I. LINDAS
Chief Counsel

By

G. E. ROHDE
Assistant Counsel

RAH:ms

cc H.B. Glaisyer

NOTED
H. B. GLAISYER

1

PORTLAND SERVICE OFFICE
R. L. METCALF
CLAIMS MANAGER
225 S. W. FOURTH AVENUE
TELEPHONE: CAPITOL 8-7344

"Old and Tried" Organized 1849
Glens Falls
INSURANCE COMPANY
Glens Falls, N. Y.

JAMES S. HURRY, VICE-PRESIDENT
JOHN L. SERGEANT, SECRETARY
PACIFIC COAST DEPARTMENT
9TH FLOOR MILLS TOWER
SAN FRANCISCO 4, CAL.

PORTLAND 4, OREGON

L 2688

October 14, 1957

Mr. H. B. Glaisyer
Secretary of State
Highway Department

cont. 4313

Dear Mr. Glaisyer:

Sussman v. Ore. State Com.

File No. 73-MP-30818K
Insured DBA Perkins Bros.
Claimant Gladys Sussman
Policy CL-112186
Accident 6-7-8 1955

Our insured, Perkins Bros., has questioned us about a claim which a Mrs. Gladys Sussman presented against Porter Yet in that Perkins Bros. still have funds due on this particular job on which he worked.

We originally were presented with a claim but believed that if there was any justification to the claim of Mrs. Sussman it fell on Porter Yet's shoulders as his responsibility and not on Perkins Bros.

We understand that a suit was being filed and we ask if you would kindly give us the name of the plaintiff; the names of the defendants and the date suit was filed and what disposition has been made.

Very truly yours,

R. L. Metcalf

R. L. METCALF
CLAIMS MANAGER

RLM:jf

Make copies of this and reply for Mr. Glaisyer

RECEIVED
OCT 1[illegible] 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED
H. B. GLAISYER

W.C Williams

June 7th, 1957

RECEIVED
JUN 17 1957
FOR FILING

FINAL COST ANALYSIS

Beaverton-Hillsdale Highway
Prefix 34-1082

Beaverton-Multnomah Co. Line Section
Contract #4313

Project S-198(12)
Grading & Paving
Porter W. Yett, Contractor
Roy W. Pyle, Resident Engineer

W. C. WILLIAMS

Item 4313	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All		$9,100		$ 4,555.63	$ 9,100.00
Drainage Excavation	2,723.77	Cu. Yd.	3.10	2.76	7,517.61	8,443.69
General "	19,771.5	" "	0.80	0.70	13,840.05	15,817.20
Short Overhaul	41,098.8	Yd. Sta.	0.02	0.02	821.98	821.98
Long "	2,640.9	C-Yd. Sta.	0.40	0.36	950.72	1,056.36
Finish R/B & Slopes	2.94	Mile	$1,100	170.00	499.80	3,234.00
18" Corr. Metal Pipe	69	Lin. Ft.	5.00	4.45	307.05	345.00
42" " " "	56	" "	20.00	17.80	996.80	1,120.00
8" Metal Drain Pipe	49	" "	2.20	1.96	96.04	107.80
12" Concrete Pipe	1,365	" "	2.30	2.05	2,798.25	3,139.50
18" " "	392	" "	3.70	3.29	1,289.68	1,450.40
24" " "	59	" "	5.00	4.45	262.55	295.00
8" Sewer Pipe	1,228	" "	1.40	1.25	1,535.00	1,719.20
12" " "	1,171	" "	2.90	2.58	3,021.18	3,395.90
15" " "	1,244	" "	3.30	2.94	3,657.36	4,105.20
18" " "	1,555	" "	3.70	3.29	5,115.95	5,753.50
24" " "	1,214	" "	5.00	4.45	5,402.30	6,070.00
Extra for Installing Under Pavement	670	" "	3.00	2.67	1,788.90	2,010.00
Class "A" Concrete	176.49	Cu. Yd.	49.50	44.00	7,765.56	8,736.26
Metal Reinforcement	29,977	Lb.	0.12	0.11	3,297.47	3,597.24
Concrete Manholes	16	Each	250.00	222.50	3,560.00	4,000.00
" Catch Basins	49	"	65.00	59.35	2,908.15	3,185.00
Adjustment of Manholes	5	"	40.00	35.60	178.00	200.00
Concrete Curbs	264.56	Cu. Yd.	42.00	37.38	9,889.25	11,111.52

Contract No. 4313

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Concrete Islands	59.5	Cu. Yd.	$33.00	$29.38	$ 1,748.11	$ 1,963.50
2½"-0 Mat'l in Base	35,065	Cu. Yd.	2.60	2.65	93,072.22	91,169.00
3/4"-0 Mat'l in Base and Shoulders	8,117	Cu. Yd.	2.60	2.71	22,029.30	21,104.20
Sprinkling	758	M-gal.	2.00	1.81	1,369.21	1,516.00
RS-1 Asph. in Tack Coat	10.44	Ton	35.00	35.00	365.40	365.40
Class "B" Asph. Conc.	16,830.44	Ton	6.00	5.84	98,233.01	100,982,64
Asphaltic Concrete Traffic Markers	540.4	Lin. Ft.	1.50	.77	415.43	810.60
PA #1 RS-1 Asph. in Fog Coat	20.21	Ton	90.00	55.48	1,121.41	1,818.90
PA #2 ⅜"-10 Mat'l in Seal Coat	504	Cu. Yd.	6.10	6.10	3,074.40	3,074.40
PA #2 RS-1 Asph. in Seal Coat	76.1	Ton	41.80	41.80	3,180.98	3,180.98
PA #3 SS-2 Emul. in Seal	24.97	Ton	60.00	60.00	1,498.20	1,498.20
PA #4 Adj. of Conc. Jct. Box	1	All	75.00	75.00	75.00	75.00
PA #5 Remove Conc. Island	All		75.00	75.00	75.00	75.00
PA #6 Cement Adj., Favor of State	10.38	Bbl.	4.00			- 41.52
					$308,312.95	$326,407.05

Gross Revenue	$326,407.05
Total Cost	308,312.95
Profit	$ 18,094.10

Net Profit Equals 5.5% of Gross Revenue

Beaverton-Multnomah Co. Line
Contract #4313

Detail of Cost

Labor:				
Labor			$40,161.51	
Labor Insurance			3,252.08	
Health & Welfare			1,058.19	
				$ 44,471.78
Materials:				
RS-1 Asphalt	12.93 Ton	at $48.48 Incl. Frt.	$ 626.85	
Class "B" Asphaltic Concrete	9,953 Ton	at $4.50	44,788.47	
2½"-0 Rock Bought from Commercial Setup	35,065 Cu. Yd.	" 1.00	35,065.00	
3/4"-0 Rock Bought from Commercial Setup	8,117 " "	" 1.10	8,928.70	
				89,409.02
Equipment Rentals & Misc. Supplies:				
Equipment Rentals, Owned			$ 8,619.07	
" " , Hired			26,030.66	
Gas, Oil & Grease			1,212.16	
Bond			1,855.45	
P.U.C.			95.50	
P.L. & P.D. Insurance			963.88	
Small Tools & Misc. Supplies			207.90	
Freight & Cartage			360.26	
Paid K. F. Jacobsen for Class "B" Asphaltic and Laying			44,016.77	
Paid Oregon Asphalt Paving Co. (Oiling)			7,132.10	
Paid Perkins Bros. for Pipe & Concrete Work			79,013.51	
Home Office & Overhead			4,924.89	
				174,432.15
Total Cost				$308,312.95

Beaverton-Multnomah Co. Line
Contract #4313

Remarks:

This was a "Federal Aid Secondary Project" calling for the grading and paving of 2.94 miles of highway roadbed on the Beaverton-Multnomah Co. Line Section of the Beaverton-Hillsdale Highway in Washington County.

The contract was bid September 24th, 1954 and awarded November 5th, 1954. Work started November 12th, 1954 and the project was completed September 8th, 1956. The final estimate was not received at this date.

The contractor moved in a D-8 cat and dozer and a crew of 5 men and started clearing November 12th, 1954. Good progress was made on the clearing, realizing a good profit.

Perkins Bros. subcontracted items 2 through 26 which included all of the excavation, pipe installations and all of the concrete work at below bid prices, realizing a profit for the contractor.

The contractor crushed and hauled the base and shoulder rock from his commercial plant located at Scholls. Equipment used for hauling the crushed rock on the road was an average of six 8 cu. yd. trucks, two graders and one roller used on the placing of the materials. The contractor suffered a loss on the crushed rock due to the inclement weather and the slow progress on the excavation which did not allow the contractor to haul and place all of the crushed rock in one operation.

The contractor produced part of the Class "B" asphaltic concrete at his commercial plant at Beaverton and hauled to the road with owned and hired trucks. The material was handled on the street with a Barber-Greene paved and two rollers. Part of the paving was laid in the year 1955 and the balance laid in 1956. A very small profit was realised on the Class "B" asphaltic concrete. The balance of the Class "B" was furnished and laid by K. A. Jacobsen at bid price.

The oiling work was done by the Oregon Asphalt Co. at bid prices.

The contractor had good bid prices, good equipment and supervision, realizing a fair profit. This profit was made on the subcontractor's prices.

The final estimate was held up due to a $1,000.00 suit against the contractor by a property owner adjacent to the highway. The gross amount could be $1,000.00 less if the contractor lost the lawsuit.

R. E. Juve
Chief Cost Analyst

By . . George Kayser

A

RECEIVED
MAR 4 1957
FOR FILING
S-198 (2)
4313

March 4, 1957

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Porter W. Yett in connection with contract No. 4313, for grading and paving on the Beaverton-Multnomah County Line Section of the Beaverton-Hillsdale Highway in Washington County. This payment in the amount of $8,795.72 will be released to the contractor on or after March 14, 1957. The retained percentage is $1,000.00.

An Attachment has been filed in connection with this contract for damage caused by dust in the sum of $750.00 plus $250.00 attorney fees in favor of Gladys Sussman, of which you have been previously notified.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

A

RECEIVED
JAN 24 1957
FOR FILING

E-132(2)

4313

January 24, 1957

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Porter W. Yett in connection with contract No. 4313, covering the Beaverton-Multnomah County Line Section of the Beaverton-Hillsdale Highway in Washington County. This payment, in the amount of $2,220.96, will be released to the contractor on or after February 4, 1957. The retained percentage is $9,792.10.

There is a Summons and Complaint served in the case of Gladys Sussman in connection with this contract for damage caused by dust in the sum of $750.00 plus $250.00 attorney fees, of which you have been previously notified.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1-[illegible]

A

[illegible] (2)

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 12, 1957

Section Beaverton-Multnomah County Line

Kind of work Grading & Paving

Highway Beaverton - Hillsdale

Section prefix 54-1082

Contractor Porter W. Yett

Contract number 4515

Date of contract November 5, 1954

Date of completion September 15, 1955

Date work started November 12, 1954

Estimated date of completion September 8, 1956

Project authorization $597,118.63

Exclusive of Engineering $564,118.63

Per cent of time elapsed 222.85 %

Estimated cost of completed project, exclusive of engineering $575,259.95

Estimated per cent overrun [illegible] 2.56 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $33,000.00

Engineering cost to date $33,244.16, 100.75 %

Date project was completed September 8, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-Final submitted to Division office

January 7, 1957.

Noted
W. N. Juve

NOTED
L. H. Young

NOTED
TOM EDWARDS

NOTED
D. J. BARBEE

RECEIVED
JAN 14 1957
OFFICE OF
CONSTRUCTION ENGINEER

Signed James W Cockell

Address P.O. Box 1991, Troutdale, Oregon

NOTED
V. D. WOLFE

Mail original copy to [illegible] duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 95633

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.94	2.94			2.94
Miles partially completed					
Miles completed	2.94	2.94			2.94
Total estimated quantities (contract)	19,500	36,500			14,000
Total quantities corrected to date	19,771.50	37,234			16,850.44
Estimated quantities moved or placed to date	19,771.50	37,234			16,850.44
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					

Average force on project for week

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	FAIR		
Monday	SHOWERS		
Tuesday	RAIN & LIGHT SNOW		
Wednesday	CLOUDY	" RAIN	
Thursday	"	"	
Friday	CLOUDY		
Saturday			

RECEIVED
FEB 4 1957
FOR FILING

B. Glaisyer

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
H. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

1-19X(2)

January 11, 1957

AGENDA
JAN 22 1957

3-A

Oregon State Highway Commission

Re: State Highway Department
Contract No. 4313
Claim of Mrs. Gladys Sussman

Gentlemen:

On December 31, 1956, Mr. H. B. Glaisyer was served with summons and complaint in the case of Gladys Sussman v. Oregon State Highway Commission. This action involves a demand for recovery of the sum of $750.00, plus $250.00 attorney's fees, as a result of dust damage allegedly sustained by Mrs. Sussman's property during the course of construction of the Beaverton-Multnomah County Line Section of the Beaverton-Hillsdale Highway. This section of highway was constructed under Contract No. 4313 awarded to Porter W. Yett. It appears that a subcontractor of Porter W. Yett allegedly failed to sprinkle sufficiently during the course of grading, with the result that large quantities of dust were deposited upon Mrs. Sussman's home, necessitating cleaning and repainting of the home.

Under the provisions of the construction contract the contractor is responsible for all such damages, and the State Highway Commission has authority to retain so much of the money due and owing the contractor as may be considered necessary by the Commission to protect the interests of the State. I have written to the contractor and his surety and advised that the sum of $1,000.00 will be retained until the claim of Mrs. Sussman is settled or otherwise concluded.

In the meantime we have demurred to the complaint of Mrs. Sussman on the grounds that the complaint does not state facts sufficient to constitute a cause of action against the State, and I anticipate that our demurrer will be sustained. In any event, we will take such action as is necessary to protect the interests of the State and will keep you advised of any significant development in the case.

Very truly yours,

ROBERT L. MAY, JR.
Acting Chief Counsel

NOTED
H. B. GLAISYER

RLM:br
cc: W. C. Williams
Forrest Cooper
H. B. Glaisyer
C. H. Maison
Robert Y. Thornton

C. C. K.

RECEIVED
JAN - 1957
FOR FILING

S-198 (2)

FORM E-30[illegible] 8-55 88200

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1957

SUBJECT: State Highway Department
Contract No. 4313 -
Porter W. Yett
Claim of Mrs. Gladys Sussman

To: Mr. C. H. Maison
Auditor
Office

On December 31, 1956, Mr. H. B. Glaisyer was served a summons and complaint in the case of Gladys Sussman v. State Highway Commission. This action involves a demand for recovery of $750.00, plus $250.00 attorney's fees as a result of dust damage allegedly sustained by Mrs. Sussman's property during the course of construction of a section of the Beaverton-Hillsdale Highway under the above contract.

Under the provisions of the contract, the contractor is responsible for all such damages and the State Highway Commission has authority to retain so much of the money due and owing the contractor as may be considered necessary by the Commission to protect the interests of the State. I have written to the contractor and his surety and advised that the sum of $1,000, will be retained until the claim of Mrs. Sussman is settled or otherwise concluded, and I am enclosing a copy of my letter to the contractor and his surety for your information.

It will be appreciated if you will assure that at least $1,000, is retained out of monies due and owing or to become due and owing to Porter W. Yett, under Contract 4313, until we have been advised that the claim of Mrs. Sussman has been concluded.

ROBERT L. MAY, JR.
Acting Chief Counsel

RLM:br
cc: W. C. Williams
H. B. Glaisyer ✓
Leonard I. Lindas

NOTED
FLOYD QUERY

REFERRED TO

[illegible]

NOTED ON CARD

A

ROY TUCHBREITER
PRESIDENT

JOHN A. HENRY
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

TATE, WESTENFELDER & BERG, CO.
410 WILCOX BUILDING
PORTLAND 4, OREGON

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NOV 21 1956
FOR FILING

S-198(2)

4313

file

November 20, 1956

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Dear Sir:

The Continental Casualty Company, Surety, consents to the semi-final and/or final payments to Porter W. Yett under Contract No. 4313, covering Beaverton-Multnomah County Line Section of the Beaverton-Hillsdale Highway in Washington County.

CONTINENTAL CASUALTY COMPANY

By H. F. Westenfelder
Attorney-in-Fact

NOTED
H. B. GLAISYER

RECEIVED
NOV 21 1956
OREGON
STATE HIGHWAY COMMISSION

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OCT 22 1956
FOR FILING

S-198 (22

4313

October 22, 1956

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

It is the intention of the State Highway Commission to release to Porter W. Yett a portion of the funds heretofore retained by the Commission on contract No. 4313, covering Beaverton-Multnomah County Line Section of the Beaverton-Hillsdale Highway in Washington County.

This payment in the amount of $16,102.28 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $9,723.41. The present payment will be released on or after November 1, 1956.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

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COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 12, 1956

Mr. Porter W. Yett
6500 N.E. Ainsworth Street
Portland 13, Oregon

Re: State Highway Contract
No. 4313

Dear Mr. Yett:

We are in receipt of another letter from Fertig and Colombo, Attorneys at Law, concerning the claim of Mrs. Gladys Sussman for property damage allegedly sustained during the course of the repair of the Beaverton-Hillsdale Highway under State Highway Contract, No. 4313. The letter is addressed to yourself, as well as to the State Highway Department, and I presume that you have received a copy of the same. In the event, however, that you have not received a copy, I am enclosing a copy of the letter for your information.

You will recall that under date of June 15, 1956, I wrote to you and called your attention to the provisions of Article 1.7.15 of the Standard Specifications for Highway Construction, which obligates State contractors to repair, rebuild or replace damaged property. In light of your failure to settle this claim and in view of the enclosed letter from Fertig and Colombo, we must specifically call your attention to the provisions of 1.7.15 of the Standard Specifications for Highway Construction, which requires that the State's contractors shall be responsible for all damages to property, and further obligates the contractor to indemnify and save harmless the State of Oregon, the State Highway Commission, and its officers, agents and employees from all claims, demands, suits or actions made or instituted because of any damage to property. If legal proceedings are instituted in accordance with the enclosed letter, the State Highway Commission will look to yourself for indemnification against any judgment which might be rendered.

Yours very truly,

NOTED
FORREST COOPER

ROBERT L. MAY, JR.
Assistant Counsel

RLM:bk:rh
cc - Forrest Cooper ✓
Fertig & Colombo, Attorneys at Law
Sussman File - L-2340
Enclosure

FERTIG & COLOMBO
ATTORNEYS AT LAW
FAILING BUILDING
PORTLAND 4, OREGON

October 5, 1956

RECEIVED
LEGAL DEPT.

Oregon State Highway Department
Salem
Oregon

Mr. Robert L. May, Jr.
Assistant Counsel
Oregon State Highway Department
Salem, Oregon

Mr. Porter W. Yett
6500 N.E. Ainsworth Street
Portland 13, Oregon

Gentlemen:

Claim of Gladys Sussman for property damage caused in the repair of Beaverton-Hillsdale Highway

State Highway Contract No. 4313

Please be advised that on numerous occasions we have made demand for the payment of damages sustained by our client, Mrs. Gladys Sussman, occasioned by dust, dirt, and the like settling on Mrs. Sussman's home at 6800 S.W. Bertha-Beaverton Highway, Portland, Oregon, as the result of the careless and negligent manner in which the roadway was constructed adjacent to Mrs. Sussman's property.

We have also continuously advised you that Mrs. Sussman protested the manner in which this work was done but that no consideration was given to her protest.

At this time we are making demand upon you for the sum of $75.00, a reasonable sum to be allowed to Mrs. Sussman for the repainting of her residence. This notice is sent to you in accordance with the provisions of ORS 20.080. Please be further advised that we shall claim reasonable attorney fees in the event action is filed for recovery of the property damage sustained by Mrs. Sussman unless this matter is settled within ten days from date of receipt of this letter.

Oregon State Highway Department
Mr. Robert L. May, Jr.
Mr. Porter W. Yett

Page -2-
October 5, 1956

The demand for reasonable attorney fees is made by virtue of the Oregon law granting the right to plaintiff to demand attorney fees in property damage cases.

Very truly yours,

David H. Fertig

David H. Fertig, of
FERTIG & COLOMBO.

DHF:de

RECEIVED
OCT 9 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 12 1956
FOR FILING

S-198 (2)

4312

117

October 12, 1956

Mr. Edwin E. Klohs
1345 S. W. Bertha-Beaverton Highway
Beaverton, Oregon

Dear Sir:

Reference is made to your letter of early September regarding the drainage problem which has resulted from the improvement of the Bertha-Beaverton Highway. We find that there is a small amount of ditching to be done on the front of your property and we will take immediate steps to have this done so as to abate the nuisance. Our field engineers have called at your home several times to discuss this project with you but have been unable to find you home.

I trust that this will satisfactorily settle this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. A. G. Skelton

LHY:jc fn

FORM 2-00X—50,000—10-54—79434

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 9, 1956

SUBJECT: Beaverton-Multnomah County Line
Beaverton-Hillsdale Highway
Contract 4313

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attention: L. H. Young

Reference to your letter of September 12, 1956, regarding complaint of Edwin C. Klohs about drainage on his property. We have been unable to contact Mr. Klohs as he is not home during the daytime. Our Resident Engineer reports that there is a small amount of ditch work to be performed in front of this property to eliminate a pool adjacent to the driveway. Arrangements have been made to have this work done by state forces.

ORIGINAL SIGNED BY A. V. BENEDICT
A. V. BENEDICT
Assistant Division Engineer

AVB:ar
cc: James Cochell

ASSIGNMENT

Date: September 10, 1956 No. 47 By Fc

Description: Letter (undated) by Edwin E. Klohs, Beaverton, stating it was his understanding that we were to correct drainage problem on his property which was caused by improving the Bertha-Beaverton Highway.

Acknowledged by____ Referred to Edwards

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr.______
__Contact correspondent and report

Remarks: Please take appropriate action and return with a rough draft.

F.C.

PLEASE RETURN TO
FORREST COOPER

Executed 10-11-56 Report Received________

PLEASE RETURN TO
FORREST COOPER

lerstanding that you
drainage problem
hich was caused by
Beaverton Hiway.
give this matter your
n.

Thank you
Edwin E. Klohs
1345 S.W. Bertha Beaverton Hy.
Beaverton, Ore

RECEIVED
[illegible] 1956
OREGON
STATE [illegible] COMMISSION

State Hiway Dept.

PLEASE RETURN TO
FORREST COOPER

Dear Sirs:

It was my understanding that you were to correct the drainage problem on my property, which was caused by improving Bertha Beaverton Hiway.

Will you kindly give this matter your earliest consideration.

Thank you

Edwin E. Klohe
1345 S.W. Bertha Beaverton Hy.
Beaverton, Ore

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OREGON
STATE HIGHWAY COMMISSION

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RECEIVED
OCT 10 1956
FOR FILING

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4313

October 9, 1956

Mr. Porter W. Yett
6500 N.E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

The State Highway Commission at its meeting held on September 27 had under discussion your request for an extension of time from September 15, 1955 to September 30, 1956 within which to complete your contract No. 4313, covering the Beaverton-Multnomah County Line Section of Beaverton-Hillsdale Highway in Washington County.

We are pleased to inform you that the State Highway Commission granted you an extension of time to and including September 8, 1956, the actual completion date of the contract. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. C. Skelton,
Division Engineer

James W. Cochell,
Resident Engineer

Tom Edwards,
Construction Engineer

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FOR FILING

S-198(2)
4313

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 26, 1956

SUBJECT: Beaverton-Multnomah County Line
Beaverton-Hillsdale Highway

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

I am forwarding herewith a copy of Mr. Williams' letter to Mrs. Gladys Sussman, 6800 Beaverton-Hillsdale Highway. Mr. Williams' letter is to the same effect as our previous discussions on the ground. That is, that we will install a pipe in the ditch in front of Mrs. Axel Kahlin's property and will extend the footpath from Fanno Creek to 65th street.

Will you please arrange for this work to be done on Porter Yett's Washington County Line-Hillsdale project.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

encl.

cc Forrest Cooper ✓

NOTED
FORREST COOPER

RECEIVED
SEP 27 1956
OFFICE OF
STATE HIGHWAY ENGINEER

P

RECEIVED
SEP 26 1956
FOR FILING

5-198(2)

4-12

1955 Kahlin, Axel

September 25, 1956

Mrs. Gladys Susman
6800 Beaverton-Hillsdale Highway
Portland, Oregon

Dear Mrs. Sussman:

Subsequent to our telephone conversation of August 31, I have had members of the engineering staff look into the matter of the ditch and sidewalk to which you referred. The only ditch that can be found in the vicinity that seemed objectionable was that in front of Mrs. Axel Kahlin's property. This ditch will have a pipe placed in it and covered over on a job which will become active next spring for an improvement of the road from the Washington County Line to Hillsdale.

It was expected that the contractor would get at this work during the current construction season; however, due to right-of-way problems, we were unable to do so and the work will be finished next summer.

As to the footpath which was constructed at Fanno Creek on the job completed this summer, this footpath should be extended on to 65th Street and we will take care of the matter during next year's construction season.

I wish to thank you for bringing this matter to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

LHY:jc fn

FORM E30—50M—9-56—96654

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1956

SUBJECT: Beaverton-Multnomah County Line
Beaverton-Hillsdale Highway

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

L

You recently handed me a note regarding a telephone call that you had had from Mrs. Gladys Sussman, 6800 Beaverton-Hillsdale Highway.

I find that the roadbed ditch referred to by Mrs. Sussman and Mrs. Kahlin is our normal roadbed ditch. It is planned to place a 12-inch tile in this ditch and cover it over for drainage on the Washington County Line to Hillsdale section which ends near here.

No work was done on the Washington County Line-Hillsdale section during the present summer due to the fact that right of way was not cleared until early July and the power poles could not be moved until after that time. Porter Yett has this construction and will do the work next summer.

I also find that the walkway was brought down to Fanno Creek from the junction with the Scholls Ferry road and stopped at Fanno Creek. Why, I do not know. It is not a logical place to stop the walkway. It should be extended up to the county line, which is at 65th Avenue. This will require the widening of the roadbed section, installation of curb, and construction of walkway for some 500 feet. The estimate of cost to perform this work is $2,800.

I am attaching a Federal Aid sheet on which I have indicated the proposed sidewalk and curb construction. The Beaverton-Multnomah County Line Section has been completed by Porter Yett and it is thought that this additional work which laps back on this job can be done under the Washington County Line-Hillsdale construction.

Will you please advise if you concur in this.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

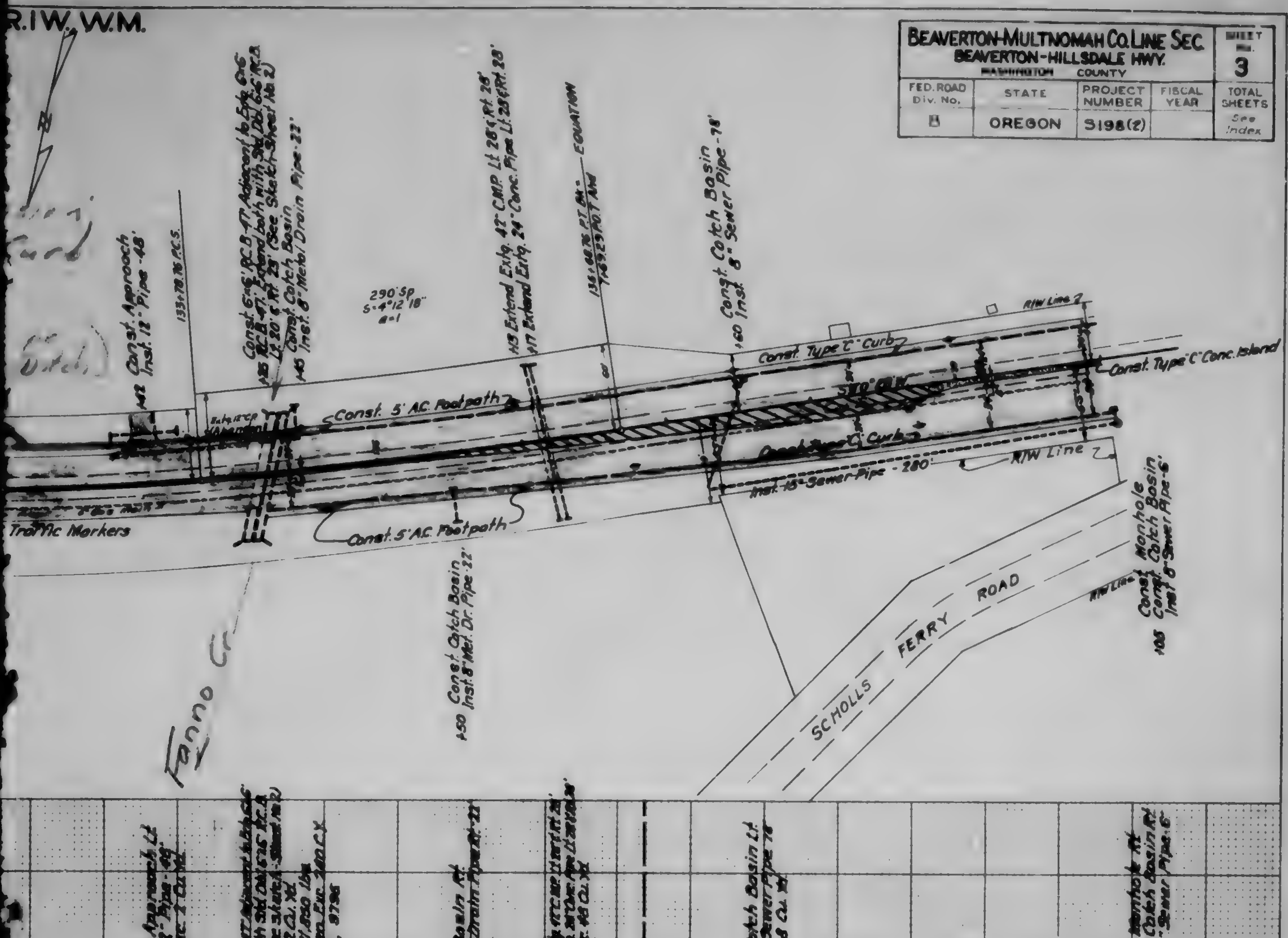
RECEIVED
SEP 20 1956
OFFICE OF
STATE HIGHWAY ENGINEER

LHY:jc

Attach.

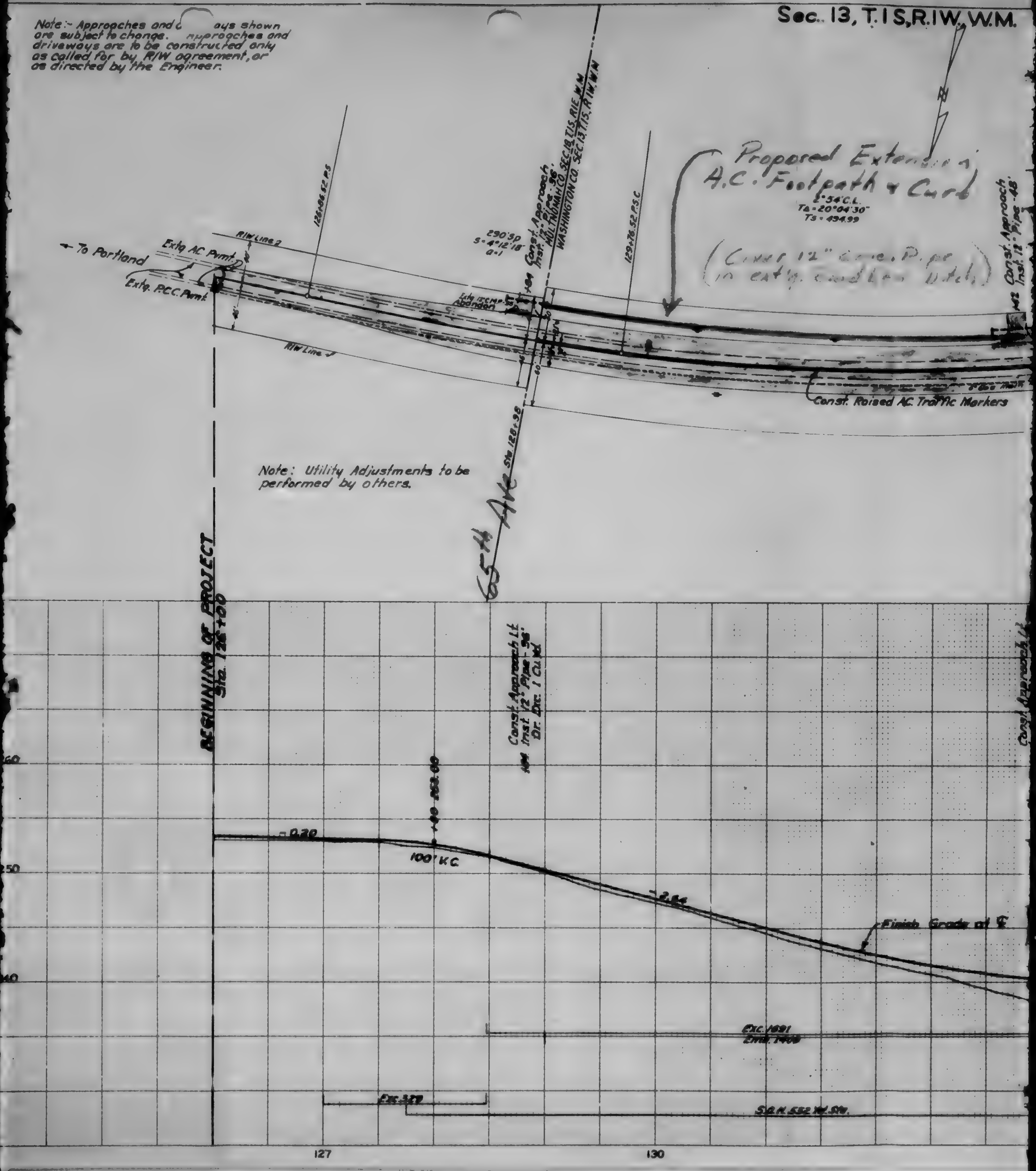
BEAVERTON-MULTNOMAH CO. LINE SEC.
BEAVERTON-HILLSDALE HWY.
WASHINGTON COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 3 TOTAL SHEETS
8	OREGON	S198(2)		See Index



R.1W. W.M.
142 Const. Approach Inst. 12" Pipe-48'
133+78.76 P.C.S.
145 Const. 6'x6' R.C.B.-47' Adjacent to Extg. 6'x6' R.C.B.-47' Extend both with Std. Dbl. 6'x6' R.C.B. Lt. 20' & Rt. 23' (See Sketch-Sheet No. 2)
140 Const. Catch Basin Inst. 8" Metal Drain Pipe-22'
290' Sp
S=4°12'18"
e=1
113 Extend Extg. 42" C.M.P. Lt. 28' & Rt. 28'
117 Extend Extg. 24" Conc. Pipe Lt. 28' & Rt. 28'
135+68.76 P.T. Bk. = 7+69.29 P.O.T. Ahd
EQUATION
+60 Const. Catch Basin Inst. 8" Sewer Pipe-78'
R/W Line
Const. Type "C" Curb
Const. Type "C" Conc. Island
Const. 5' A.C. Footpath
Const. Type "C" Curb
Inst. 15" Sewer Pipe-280'
R/W Line
Traffic Markers
Const. 5' A.C. Footpath
150 Const. Catch Basin Inst. 8" Met. Dr. Pipe-22'
Fanno Cr.
SCHOLLS FERRY ROAD
R/W Line
105 Const. Manhole Const. Catch Basin Inst. 8" Sewer Pipe-6'
142 Const. Approach Lt. Inst. 12" Pipe-48'
150 Const. Catch Basin Rt. Inst. 8" Metal Drain Pipe Rt. 22'
99.47'
+60 Const. Catch Basin Lt. Inst. 8" Sewer Pipe 78'
Inst. 15" Sewer Pipe Rt. 280'
EQUATION
145 Const. Catch Basin Lt. Inst. 8" Metal Drain Pipe 22'
Grade of ℄
800' V.C.
100' V.C.
Sewer Grade
135
136
8
10
11

Sec. 13, T.1S, R.1W, W.M.



Note:- Approaches and [illegible]ays shown are subject to change. Approaches and driveways are to be constructed only as called for by R/W agreement, or as directed by the Engineer.

Note: Utility Adjustments to be performed by others.

RECEIVED
SEP 4 1956
FOR FILING

Kahlin, A.H.

1958

Salem, Oregon
August 31, 1956

Open ditch on Beaverton-
Hillsdale Highway

Mr. Tom Edwards
Construction Engineer

On January 5, 1956, a Mrs. Hulda Kahlin wrote to the Department complaining about a deep open ditch on the Beaverton-Hillsdale Highway near the 6600 block. The matter was worried about somewhat, but the file is not clear as to what, if any, final action was taken.

Comes now one Gladys Sussman, whose address is 6800 Beaverton-Hillsdale Highway, who complains about the same matter. She also made some remark about a footpath in the vicinity.

Will you please have an immediate investigation made, giving us a report with a rough draft of a recommended answer to Mrs. Sussman. You might see what the shooting is all about on this one.

Forrest Cooper
Deputy State Highway Engineer

FC:me

cc Mr. W. C. Williams
Mr. E. A. Collier

1.

Gladys [illegible]
6800 [illegible] Beaverton
Hwy.

[illegible]

[illegible] Beaverton [illegible]

Completion of [illegible]

Mr & Mrs [illegible] had [illegible]
of same thing.

Check on opening of
Ontario.

---

r dated January 5,
Beaverton-Hillsdale
y.

vestigation made by
, that you were con-
uld be corrected as
ct.

yours,

ck
ay Engineer

By:

W. W. Stiffler
Assistant State Highway Engineer

WWS:fn

cc Mr. E. A. Collier
Mr. A. E. Johnson

15

RECEIVED
MAR 20 1956
FOR FILING

Kahlin, April 1958

March 19, 1956

Mr. and Mrs. Amal Kahlin
6636-A S. W. Bertha Beaverton Highway
Portland 19, Oregon

Dear Mr. and Mrs. Kahlin:

Reference is made to your letter dated January 5, relative to a drainage condition on the Beaverton-Hillsdale Highway in the vicinity of your property.

I am advised that during the investigation made by our Resident Engineer, Mr. James Cochell, that you were contacted and advised that the condition would be corrected as a part of the current construction project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:

W. W. Stiffler
Assistant State Highway Engineer

WWS:fn

cc Mr. E. A. Collier
Mr. A. E. Johnson

FORM E30—50M—10-54—78485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 20, 1956

SUBJECT: Serial #432
Assignment #1958-WWS
Drainage condition property
of Mr. Axel Kahlin, Portland

To: Mr. W. W. Stiffler
Asst. State Highway Engineer
OFFICE

Herewith copy of a letter from Asst. Division Engineer, A. E. Johnson reporting on above assignment to investigate the drainage at a road approach on the Bertha Beaverton Highway. Mrs. Hulda Kahlin wrote about this on January 5, 1956 advising that a deep ditch had been left each side of the road approach and requesting the hazard be eliminated.

Mr. Johnson advises that a pipe will be placed in the deep ditch during the course of the current construction projects. He was this date contacted by phone regarding as to how soon the pipe would be laid. He will take immediate steps to either place temporary barracades or sight posts as a protective measure for traffic over the approach, or to place a section of the 18 inch sewer pipe in the ditch at this point to relieve the possible hazard. He is checking to determine if the pipe can now be laid in place as a permanent installation.

E. A. COLLINS
Maintenance Engineer

By E G Johnston
E. G. JOHNSTON
Asst. Maintenance Engineer

EGJ:dl
Encl.

cc A. E. Johnson

NOTED
W. W. STIFFLER

RECEIVED
FEB 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20X—37,500—2-55—62967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
February 17th, 1956

Serial No. 432
SUBJECT: Assignment 1958 WWS
Drainage-Axel Kahlin

To: E. A. Collier
Maintenance Engineer
State Highway Department
Salem, Oregon

Attn: E. E. Johnston

Reference is made to your letter of January 12, 1956 and your letter of February 15, 1956, regarding a drainage condition along the Kahlin property adjacent to the Beaverton-Hillsdale Highway.

During construction of the Beaverton-Multnomah County Line Project a rather deep ditch was constructed in front of the Kahlin property where previously a 12 inch tile carried drainage water. Drainage from the Multnomah County Line-Hillsdale Project will be routed to this same ditch, and it is felt that it would be advantageous to place pipe in the now existing ditch. There will, however, be a rather shallow ditch to carry local surface water in the immediate area.

Mr. James Cochell, resident engineer, has contacted the Kahlins, and advised them that this would be taken care of during our current construction projects.

A. E. Johnson

A. E. JOHNSON
Assistant Division Engineer

AEJ:w
cc: B. P. Huntley
James Cochell

RECEIVED
JAN 11 1956
FOR FILING

Kahlin, Axel

January 10, 1956

Mr. and Mrs. Axel Kahlin
6636-A - S. W. Bertha-Beaverton Highway
Portland 19, Oregon

Dear Mr. and Mrs. Kahlin:

I wish to acknowledge your letter addressed to Mr. Baldock under date of January 5, relative to a drainage condition which affects your property in the vicinity of the Bertha-Beaverton Highway.

Your letter has been referred to our Maintenance Engineer for an immediate investigation of the condition, at which time a representative from this department will call upon you and attempt to work out a satisfactory solution of the same.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

cc Mr. E. A. Collier

er

ASSIGNMENT

Date: 1-10-56 No. 1958 By WWS

Description: Letter from Mr. & Mrs. Axel Kahlin, Portland, Oregon, dated 1-5-56, relative to a drainage condition affecting their property.

Acknowledged by_____ Referred to Mr. Collier

☒ Investigate and report with recommendation
☐ Such action as necessary and report
☐ Comment or recommendation
☐ Return with rough draft of reply
☐ Prepare reply for signature of Mr.________
☒ Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. W. STIFFLER
FOR FILING

Executed 2-20-56 Report Received__________

---

tha Beverton Hy
9 - Ore
5 - 1956

to your
ation that
e of
tha Beverton
dedicated
orner at the
open ditch
of this road
ardes during
ft, or fog.
was done
by the Highway dept we had a 12 in tile
across the front of the property
which was ampel to carry of all
Water to Fanno Creek, and it was
covered level with Highway making one

---

ed on September
nty Line Section,
Project No. S-132(2).

er

Engineer

1.

6636-a S.W Bertha Beverton Hy
Portland 19 - Ore
Jan 5 - 1956

Sam Baldock
State Hy Dept
Salem Ore

Dear Sir:-

We wish to draw to your attentim to a serious situation that we fell you are not aware of

connecting with the Bertha Beverton Hy. at 6600 is a short dedicated road that serves two homes at the Present time. A very deep open ditch has been left on both sides of this road which is extremely hazardes during bad weather, or at night, or fog. Before this recent work was done by the Highway dept we had a 12 in tile across the front of the property which was ampel to carry of all water to Fanno Creek, and it was covered level with Highway making our

---

ed on September
nty Line Section,
Project No. S-190(2).

Engineer

entrance safe [illegible]t all times
the present tile is only across the
driveway and far deeper than
than before, causing the Highway
to cave in on both sides of our
entrance

We beg that you have these
ditches eliminated as a
safety measure before a
fatal accident accurs

We are sincerely
Mr & Mrs Axel Kahlin
by Hulda Kahlin

RECEIVED

ed on September
unty Line Sodding,
Project No. S-190(10)

neer

way Engineer

RECEIVED
SEP 17 1956
FOR FILING

S-198([illegible])

4313

September 14, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 8, 1956, on Contract No. 4313, Beaverton-Multnomah County Line Section, in Washington County, in connection with Federal Aid Project No. S-198(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc: John Cattrall

DBP:ch

RECEIVED
SEP 17 1956
FOR FILING

S-198 (2)

4313

September 14, 1956

Request for extension of time
No. 83
September 27-28 meeting

Oregon State Highway Commission

Gentlemen:

Herewith a request from Porter W. Yett for an extension of time on the Beaverton-Multnomah County Line, Contract No. 4313, from September 15, 1955 to September 30, 1956.

Unfavorable weather in the spring of 1955 and the slowness of the utility companies in the area, in the moving of their facilities, materially delayed the contractor's work. Most of the base pavement was laid during the fall of 1955, but due to the lateness of the season we could not permit the laying of the top course.

The contractor completed all work on this section on September 6th of this year, and I recommend that the extension to and including that date be granted without penalty.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:of:gm

FORM S-166 [illegible] REVISED 2-5

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
AUG 2[illegible] 1956

FOR FILING
S-198 (3)
[illegible]

August 29, 1956

Mr. David H. Fertig
Attorney at Law
Failing Building
Portland 4, Oregon

Re: State vs. Gladys Sussman
Case No. 18270
Our Files: L-2340 R-21914
Beaverton-Multnomah County
Line Section of Beaverton-
Hillsdale Highway
(Contract No. 4313)

Dear Mr. Fertig:

This is to acknowledge receipt of a copy of your letter of August 24, 1956, addressed to Mr. Porter W. Yett and concerning the above matter. I had been under the impression that Mrs. Sussman's claim had been taken care of some time ago and it came as quite a surprise to me to learn that nothing had been done. I have written this date to Mr. Yett, the State's contractor, and I am enclosing herewith a copy of my letter for your information. I sincerely hope that the matter may be straightened out without further delay and hope that you will not hesitate to call upon me if you do need any further information or assistance.

Very truly yours,

ROBERT L. MAY, Jr.
Assistant Counsel

RLM:hg
cc: Mr. W. C. Williams
Mr. Porter W. Yett

enclosure

RECEIVED
1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-129 80M REVISED 8-55

RECEIVED
AUG 30 1956
FOR FILING

S-118 (2)

4313

W. C. Williams

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
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SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 29, 1956

Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland 13, Oregon

Re: State vs. Gladys Sussman
Case No. 18270
Our Files: L-2340 R-21914
Beaverton-Multnomah County
Line Section of Beaverton-
Hillsdale Highway
(Contract No. 4313)

Dear Mr. Yett:

We have received from Mr. David H. Fertig, Attorney at Law, a copy of a letter addressed to you and concerning a claim of Mrs. Sussman for damages to her home allegedly resulting from your activities under State Highway Contract No. 4313. We wrote to you concerning this matter on June 15, 1956, and pointed out the obligation of State Highway Contractor to make good any damage caused by such contractors in the performance of their work. We had assumed that Mrs. Sussman's claim had been taken care of prior to this time and we will sincerely appreciate your prompt attention to the matter.

Very truly yours,

ROBERT L. MAY, Jr.
Assistant Counsel

RLM:hg
cc: Mr. W. C. Williams
Mr. David H. Fertig,
Attorney at Law
Portland, Oregon

RECEIVED
1956
OFFICE OF
STATE [illegible] ENGINEER

RECEIVED
JUN 19 1956
FOR FILING

198/2)

FORM S-155 REVISED

COMMISSIONERS
BEN R CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 15, 1956

NOT
W. C. WILLIAMS

Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland 13, Oregon

Re: State Highway Contract No. 4313

Dear Mr. Yett:

I am enclosing herewith a copy of a letter received from Fertig & Colombo, attorneys at law, reciting a claim for dirt and dust deposited upon the residence of Mrs. Gladys Sussman. Your attention is respectfully drawn to the provisions of Articles 1.7.14, 1.7.15 and 1.7.16 of the Standard Specifications for Highway Construction which are a part of the State Highway Contract referred to above. Article 1.7.15 provides in part as follows:

> "All damage and injury to property that may be caused by or that may result from the carrying out of the work to be done under the contract, or from any act, omission or neglect of the contractor, his subcontractors, or his employees, shall promptly be made good by the contractor either by the repairing, rebuilding, or replacing of the property damaged, or in some other manner satisfactory to the owner of such property."

It would be sincerely appreciated if you will look into this matter and take such further action as you deem necessary.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

ROBERT L. MAY, JR.
Assistant Counsel

RLM:aj
Enc.
cc - Mr. W. C. Williams
Fertig & Colombo
Attorneys at Law
Attention: Mr. David H. Fertig
Failing Building
Portland 4, Oregon

RECEIVED
JUN 18 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123 50M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 15, 1956

Fertig & Colombo
Attorneys at Law
Failing Building
Portland 4, Oregon

Attention: Mr. David H. Fertig

Re: State Highway Commission
vs.
Gladys Sussman
L-2340 R-21914
Beaverton-Multnomah County Line Sec.
Beaverton-Hillsdale Highway

Gentlemen:

This is in response to your letter of June 12, 1956, in which you advise that the State's contractor has damaged Mrs. Sussman's house during the course of the highway construction work. Our contractor on that project is Porter W. Yett, 6500 N. E. Ainsworth Street, Portland 13, Oregon, who is working under State Highway Contract No. 4313. I am forwarding a copy of your letter to Mr. Yett so that he may take such further action as is deemed necessary.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

ROBERT L. MAY, JR.
Assistant Counsel

RLM:aj
Enc.
cc - Mr. W. C. Williams ✓
Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland 13, Oregon

RECEIVED
[illegible] DEPT.

FERTIG & COLOMBO
ATTORNEYS AT LAW
FAILING BUILDING
PORTLAND 4, OREGON
CAPITOL 8 4382

DAVID H. FERTIG
VIRGIL [illegible]
BRUCE [illegible] SMITH

June 12, 1956

Oregon State Highway Department
Salem
Oregon

ATTENTION:
Mr. Robert L. May, Jr.
Assistant Counsel

Dear Mr. May:

Re: State of Oregon
Vs: Gladys Sussman
Case No. 18270
Your Files: L-2340 R-21914
Beaverton-Multnomah County Line
Beaverton-Hillsdale Highway

Back in April, 1955, we settled the above case. At the time we were talking you explained to me about the road contractors having bonds up to pay damages and the like.

During the course of putting in the highway they allowed tremendous dust to raise and blow all over. It has gone all over Mrs. Sussman's house to a point where the house is filthy dirty. The house needs washing, to put it mildly. It might get by with that rather than a new paint job, as the paint job which became filthy was a new paint job. However, it needs one of two things, possibly a good washing, or possibly a new coat of paint.

I know we have no claim against the State of Oregon but I felt you could help me by directing to the contractor the contents of this letter and sending me a copy of your letter so that I could make a proper claim.

I will certainly appreciate hearing from you at your earliest convenience.

Very truly yours,

David Fertig

David H. Fertig, of
FERTIG & COLOMBO.

DHF:de

RECEIVED
JUN 8 - 1956
FOR FILING

S-148 (2)

4313

File

9

Salem, Oregon
June 8, 1956

Contract No. 4313
Beaverton-Multnomah County Line

Mr. James W. Cochell
Resident Highway Engineer
Box 4699
Portland 2, Oregon

At its meeting of June 4, 1956, the Highway Commission authorized an increase of $33,000 in Project Authorization for Contract No. 4313, Beaverton-Multnomah County Line Section of the Beaverton-Hillsdale Highway in Washington County.

The present authorization is $397,118.63. This amount should be used in all future reports.

S. H. Probert
Office Engineer

DBP:ia

cc: A. G. Skelton

RECEIVED
JUN 1 - 1956
FOR FILING

5-114,3

4313

May 31, 1956

Oregon State Highway Commission

Gentlemen:

In the construction of the Beaverton-Multnomah County Line Section of the Beaverton-Hillsdale Highway, Contract No. 4313, we found that in order to obtain proper crown on those sections where the old highway pavement was being retained a material overrun in surfacing materials would result. It now appears that the project authorization will overrun approximately nine per cent, or $33,000.

This matter will be on the next agenda, and it is respectfully requested that you authorize an additional project authorization in the amount of $33,000 on Contract No. 4313.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

cc Mr. S. H. Probert
Mr. Forrest Cooper
Mr. C. M. Maison

WCW:me fn

NOTED
W. C. WILLIAMS

FORM E30—90M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1956

SUBJECT: Request for Additional Authorization
Beaverton-Multnomah Co. Line
Contract No. 4313

To:

Mr. W. C. Williams
Deputy State Highway Engineer

Office

I am forwarding herewith Report on Expected Over-run of Project Authorization along with explanation of these overruns submitted by Division Engineer Skelton and Resident Engineer Cochell.

The overrun is primarily in the AC and was occasioned by the necessity for keeping minimum thickness of at least 1½" over the old paving. The overrun in engineering is due, of course, to the non-completion of this contract within the specified time.

It is my recommendation that request for increase in project authorization be approved.

L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:ep

Attach.

RECEIVED
MAY 17 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-90X—37,000—2-55—62967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 16th, 1956

SUBJECT: Overrun on Project Authorization
Beaverton-Mult. Co. Line
Prefix 34-1082, Cont. No. 4313

To: Forrest Cooper
Construction Engineer
State Highway Department
Salem, Oregon

I am enclosing herewith letter dated May 9th from James W. Cochell, transmitting Report on Expected Overrun of Project Authorization on the Beaverton-Multnomah County Line Project on the Beaverton-Hillsdale Highway, contract No. 4313 to Porter W. Yett. You will note that Cochell expects an overrun of approximately 9%, or $33,000 on this project.

As mentioned by Cochell, this project was the widening of existing two lane highway to four lane construction. In order to get proper crown and adequate minimum thickness, it was necessary to build up the existing pavement with both rock and asphaltic concrete. This was the cause of overrun in class "B" asphaltic concrete, which is the largest single item, and also accounted for at least a portion of the overrun in 2-1/2"-0 and 3/4"-0 material in base. You will note that the engineering authorization has an expected overrun of approximately $7,000. The original completion date on this project was September 15, 1955, and the present estimate of completion would be July 30, 1956. This extended construction time is the reason for the expected overrun in engineering.

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: James W. Cochell

RECEIVED

Form No. E-373—10M—7-53

GON STATE HIGHWAY DEPARTMEN

Report on Expected Over-run of Project Authorization

Project Name Beaverton-Multnomah Co. Line   Date May 9, 1956

Highway Beaverton-Hillsdale   Contract No. 4313

County Washington   Kind of Work Gr. & Paving   Contractor Porter W. Yett

Contract Amount $ 294,286.00

Expected over-runs and under-runs in contract items:

Major items, itemized:

	Quantity	Unit Price	Amount
Item 27. 2-1/2"-0 Material in Base	3,500	2.60	$ 9,100.00
Item 28. 3/4"-0 Material in Base and Sho.	5,200	2.60	13,520.00
Item 33. Class "B" Asphaltic Concrete	2,700	6.00	16,200.00
			$38,820.00

Minor items, unitemized algebraic total	- $10,799.64	
Subtotal		$ 28,020.36
Approved work orders (Price, extra work and state force orders)		$ 41,895.80
Expected over-runs and under-runs in work orders:	Amount	
Major items, itemized:	None	
Minor items, unitemized algebraic total	None	
Subtotal		$ None
Authorization for engineering		$ 25,892.88
Expected over-run or under-run of engineering authorization	Overrun	$ 7,107.12
Costs not included above (explain)		$ None
Allowance for future contingencies (______% of work remaining)		$
Credits to come from transfers and deductions		$
Present estimate of project cost		$ 397,202.16

Brief Statement of principal causes of over-run: Due to the center line being shifted 9' south, the grade had to be raised enough to get over the crown of the existing road with minimum cover. To bring the new construction to proper crown and grade caused the above items to overrun the original estimate. It is my belief that the compaction factor used on the rock was low, as all tests taken showed a compaction of over 100%.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 364,118.63
Present estimate of project cost	$ 397,202.16
Expected over-run (Amount)	$ 33,083.53
Expected over-run (per cent)	9.09

Space to right of this line is for use of Salem office.

Submitted by: James W. Corbett
Resident Engineer

Noted by:
Construction or Bridge Engineer

Confirmed by:
Division Engineer

Noted by:
Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
DEC 20 1955

FOR FILING

5 11(-)

4313

1859

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 15, 1955

W. C. Williams

Carl E. Green and Associates
Consulting Engineers
510 Henry Building
Portland 4, Oregon

Gentlemen:

We are enclosing herewith our claim voucher in the amount of $27,000.00, representing payment to the West Slope Water District for construction of new pipe lines along the Beaverton-Hillsdale Highway.

Will you kindly have an official of the Water District execute this voucher and return it to this office, in order that it can be processed for payment.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:

C. H. Maison
Auditor

CHM:rh
Encl.

Carl E. Green & Associates
CONSULTING ENGINEERS

TELEPHONE: BROADWAY 2770
510 HENRY BUILDING
PORTLAND 4, OREGON

FILE 2

DATE December 6, 1955

NOTED
W. C. [illegible]

R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

Re: West Slope Water District

Dear Mr. Baldock:

Your letter of November 21 regarding water pipe line work within the West Slope Water District along the Bertha Beaverton Hillsdale Highway was considered by the Board of Commissioners of the District at a special meeting and I have been instructed to advise you that the District does not wish to prolong this matter further and accordingly will accept payment for the work done in accordance with your previous correspondence.

The Board of Commissioners have instructed me to confer with representatives of the Highway Department regarding the relocation of the District's supply line along Canyon Road and the transfer of the District's property and steel reservoir near Sylvan that has been under discussion during the last several years. Recently I discussed this matter with Mr. W. C. Williams and he advised me to confer with your Division Engineer Mr. A. G. Skelton. We shall plan to confer with Mr. Skelton and any other representatives of the Highway Department about this matter in the near future.

Very truly yours,

CARL E. GREEN & ASSOCIATES

By Carl E. Green

CEG:hw
cc: West Slope Water District
cc: A. G. Skelton

RECEIVED
DEC 7 1955
OFFICE OF
STATE HIGHWAY ENGINEER

B

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NOV 23 1955
FOR FILING

[illegible]

431

November 21, 1955

Carl E. Green & Associates
510 Henry Building
Portland 4, Oregon

Gentlemen:

In your letter of August 12 you requested further consideration in the matter of payment by the State Highway Commission to the West Slope Water District for relocation of water mains between Bertha and Beaverton. Particularly you requested the consideration of the payment for the additional water main relocated between Murray Avenue and the Beaverton city limits. I have delayed my reply as I was advised by Mr. A. G. Skelton under date of September 2 that he had further discussed the matter with you and you would do some more checking. Since I now have your letter of November 15, I will answer immediately.

Field investigations indicate that the work as originally proposed extended from the Scholls Ferry Road to Murray Avenue (which is Station 115+80). The estimated cost of this work to the State was $26,909.

Actually you extended new mains from Station 115+80 (Murray Road) to the east city limits of Beaverton, Station 138+60, entirely at the District's choice, as we had not requested that this line be moved. Under date of October 12, 1954, I am advised that James W. Cochell, Resident Engineer, went over this section with a representative from your office and Mr. Davis, Superintendent for the West Slope Water District, and that he (Cochell) advised at that time that it would not be necessary to move the main between Stations 115+80 and 138+60, as the water main would be behind the proposed curb.

I, therefore, have no basis for recommending to the State Highway Commission compensation for the moving of the water lines between Stations 115+80 and 138+60 for the reasons outlined above.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc West Slope Water District
Mr. W. C. Williams
Mr. Forrest Cooper
Mr. A. G. Skelton

WCW:me lg

Carl E. Green & Associates
CONSULTING ENGINEERS

TELEPHONE: BROADWAY 2770
510 HENRY BUILDING
PORTLAND 4, OREGON

FILE 2

DATE November 15, 1955

NOTED
W. C. WILLIAMS

R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

Re: West Slope Water District
Bertha-Beaverton Project

Dear Mr. Baldock:

Under date of August 12 I wrote to you regarding funds due the West Slope Water District for the reconstruction of water mains along the Bertha-Beaverton State Highway between Scholls Ferry Road and the city limits of Beaverton.

As of this date no reply has been received either by this office or the West Slope Water District and the Board of Commissioners is anxious to have this matter settled at an early date. At their regular meeting last night they instructed me to write to you regarding this matter in order that it may be terminated and that funds needed to meet the obligations of the West Slope Water District for work done and accepted by the State Highway Department may be obtained.

Very truly yours,

CARL E. GREEN & ASSOCIATES

By Carl E. Green

CEG:hw
cc: West Slope Water District
cc: Lamar Tooze, Jr.

RECEIVED
NOV 16 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E30—50M—2-55—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15th, 1955

NOTED
W. C. WILLIAMS

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

Wome three or four weeks ago you handed me a letter from Carl Green in which he was asking for additional compensation, apparently on some type of pro rata basis, for the revision of the West Slope Water District's facilities on the Beaverton end of the Beaverton-Multnomah County Line project. This was transmitted to the field for report and recommendation, copies of which are attached to this letter.

On the basis of the report from Cochell and Skelton I would recommend that the claim be denied.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:AR
Enc. 2

FORM E-80X—67,500—8-50—62967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

~~Portland, Oregon~~
~~September 2nd, 1955~~

SUBJECT:

To: Mr. Forrest Cooper
Ass't. Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Reference is made to your letter of August 23rd enclosing copy of Carl Green's letter of August 12, 1955, concerning the West Slope Water District's claim for additional work that the district did in extending their new line from Murray Avenue to Beaverton. Mr. Green stated that their original estimate was submitted under date of May 5, 1954, and only covered the portion of the job that was contemplated at that time, which was from the Multnomah County Line to Murray Avenue.

I am enclosing James Cochell's report of September 1st on this matter. You will note from his report that our extension from Murray Avenue to Beaverton was in an entirely curbed section; also that our construction through this section would not have interfered with the West Slope Water District's existing line. Cochell also quotes from his diary that he went over this section with a representative from Carl Green's office and Mr. Davis, superintendent from the West Slope Water District, and that he informed them at that time that it would not be necessary to move the main between Station 115+80 and 138+60. On the basis of this report, I can see no obligation of the state's or any reason for additional compensation to the district.

I discussed this matter with Carl Green this morning, and he is checking up on it. If any further information is received, I will advise you.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: James W. Cochell

RECEIVED
SEP 6 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
FORREST COOPER

Carl E. Green & Associates
CONSULTING ENGINEERS

TELEPHONE: BROADWAY 2770
510 HENRY BUILDING
PORTLAND 4, OREGON

FILE 2

DATE August 12, 1955

R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

Re: West Slope Water District
Bertha-Beaverton Project

Dear Mr. Baldock:

Your letter of August 1 re the above was considered by the Board of Commissioners of the West Slope Water District on August 8 and I was instructed to advise you as follows:

Since the Highway Department was not advised in our communications of the plan to recover approximately 3,000 feet of 6" steel main after installation of the new facilities even though such a plan was contemplated by the District, and further because the letter of the Secretary of the Commission dated Nov. 22, 1954 might be interpreted by some as a means of preventing such recovery, the Board of Commissioners is now willing to settle the matter in accordance with the position taken by your department, with one exception as noted hereunder.

Under date of May 5, 1954 I transmitted to the State Highway Department an estimate of cost covering main relocation between Scholls Ferry Rd. and Murray Avenue along the Bertha-Beaverton Highway. The Highway Department's allocation of funds was based upon the May 5, 1954 estimate. Subsequently the plans of the Highway Department were revised, and whereas it was originally thought that the West Slope Water District would terminate its work at Murray Avenue, additional work because necessary and the water main work had to be extended to the Beaverton City limits, a distance of 2,365 feet. A year had elapsed between the time the original estimate was prepared and the date of preparation of plans and specifications for the work. The actual work done included 13,393 feet of main exclusive of service lines. The facts outlined above were on a number of occasions mentioned by both Mr. Skelton and Mr. Young of your Portland Division office before the work began.

I believe that an impartial, fair review of the matter will reveal that the estimate upon which the Highway Commission's allocation of funds in November 1954 was made was based upon work of the water district terminating on the West at Murray Avenue and not the City Limits of Beaverton. The West Slope Water District therefore requests your careful consideration of this matter and allocation of additional funds adequate to compensate the District for work done over and beyond that covered by the estimate of May 5, 1954 and the Highway Commission's fund allocation of November, 1954.

The Board of Commissioners of the West Slppe Water District desires to be reasonable on these matters and to continue a cooperative position with the State Highway Department. I shall be glad to meet with your representatives for further discussion of these matters at any convenient time.

Very truly yours,

CARL E. GREEN & ASSOCIATES

By Carl E. Green

CEG:hw
cc: West Slope Water District

RECEIVED
AUG 15 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 7 1955
FOR FILING

5-125 (c)

4310

6097

October 5, 1955

W. J. McCready Lumber Co.
First National Bank Building
Forest Grove, Oregon

Attention: Mr. W. W. McCready

Gentlemen:

In reply to your letter of September 19, I will give you the following answers to your questions regarding the right of way for the Beaverton-Hillsdale Highway east from Beaverton:

1. The Highway Commission does not wish to acquire any additional property from the McCready Lumber Co.

2. Assuming that the fence is on the property line, it is not objectionable to the Highway Commission.

3. The level of the earth back of the curb will be roughly the height of the curb for a distance of some four or five feet, at which point it will slope to the old ground near the fence.

4. When the fills and slopes are completed they should not interfere with your fence in its present position.

If any damage has been caused to your property or improvements by the contractor, I would suggest that you look to him for relief as he is responsible for his operations. The contractor is Porter W. Yett, 6500 N. E. Ainsworth, Portland 13, Oregon.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

FC: me

cc Mr. Forrest Cooper

ASSIGNMENT

Date: Sept. 20, 1955 No. 6097 By WCW

Description: Letter of September 19 by W. W. McCready of the W. J. McCready Lumber Co., Forest Grove, regarding fence along their south property line on Bertha-Beaverton Highway. He states crews have piled dirt against fence in work of developing new road and they would like appearance improved.

Acknowledged by_____ Referred to Smith

- ☐ Investigate and report with recommendation
- ☐ Such action as necessary and report
- ☐ Comment or recommendation
- ☒ Return with rough draft of reply
- ☐ Prepare reply for signature of Mr.________
- ☐ Contact correspondent and report

Remarks:

PLEASE RETURN TO W. C. WILLIAMS

Executed [illegible] Report Received__________

---

g Material

W. W. McCREADY, PRESIDENT
PHONE 2421
E. L. WESTCOTT, VICE PRESIDENT
707 WEATHERLY BLDG.
PORTLAND 14, ORE.
PHONE EAST 5664
J. R. McCREADY, SEC.-TREAS.
PHONE 2431
CREDIT DEPARTMENT
PHONE 2411
ACCOUNTING DEPARTMENT
PHONE 2411

ENERAL OFFICES
TIONAL BANK BUILDING
T GROVE, OREGON

nber 19, 1955

PLEASE RETURN TO W. C. WILLIAMS

W. C. WILLIAMS

he interest of finding out what
of a fence which is along our
he Bertha-Beaverton highway just
h Broadway and west of Lombard.
t against the fence in their
ew road. We would like to see
p and painted for appearance pur-

we need to have answered are:
line to be maintained and left as
it is? Is our fence on this property line in such situation that it is satisfactory to the Highway Commission? What is the level of the earth going to be when you are through grading whatever space may be between us and the curb line? Can you give us a line which we could use as the bottom line of the fence so that we can reconstruct it and paint it and not have it damaged by your further and continuing work?

I am sure you realize that the winter weather is coming and will prevent us from any paint improvement, but our lack of the answers to the questions above prevent us from positioning the fence. We would appreciate your cooperation.

Yours very truly,

W. J. McCREADY LUMBER CO.

W W McCready

W. W. McCready

WWM:ag

RECEIVED
SEP 20 1955
OREGON
STATE HIGHWAY COMMISSION

Our Red Trucks
Deliver

W. J.
McCREADY
LUMBER CO.
Lumber and Building Material

W. W. McCREADY, PRESIDENT
PHONE 2421
E. L. WESTCOTT, VICE PRESIDENT
707 WEATHERLY BLDG.
PORTLAND 14, ORE.
PHONE EAst 5664
J. R. McCREADY, SEC.-TREAS.
PHONE 2431
CREDIT DEPARTMENT
PHONE 2411
ACCOUNTING DEPARTMENT
PHONE 2411

GENERAL OFFICES
FIRST NATIONAL BANK BUILDING
FOREST GROVE, OREGON

PLEASE RETURN TO
W. C. WILLIAMS

September 19, 1955

[illegible]
W. C. WILLIAMS

Engineering Department
State Highway Commission
Salem, Oregon

Gentlemen:

We are writing in the interest of finding out what disposition we can make of a fence which is along our south property line on the Bertha-Beaverton highway just east of the junction with Broadway and west of Lombard. The crews have piled dirt against the fence in their work of developing the new road. We would like to see the fence straightened up and painted for appearance purposes.

The questions which we need to have answered are: Is the present property line to be maintained and left as it is? Is our fence on this property line in such situation that it is satisfactory to the Highway Commission? What is the level of the earth going to be when you are through grading whatever space may be between us and the curb line? Can you give us a line which we could use as the bottom line of the fence so that we can reconstruct it and paint it and not have it damaged by your further and continuing work?

I am sure you realize that the winter weather is coming and will prevent us from any paint improvement, but our lack of the answers to the questions above prevent us from positioning the fence. We would appreciate your cooperation.

Yours very truly,

W. J. McCREADY LUMBER CO.

W W McCready

W. W. McCready

WWM:ag

RECEIVED
SEP 20 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 15 1955
FOR FILING

FORM E-30X 37½ 3-54 73730

S-19x (5)

4313

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10th, 1955

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer

[illegible]
W. C. WILLIAMS

I am holding the recommendation re time extension on the Beaverton-Hillsdale project, Contract #4313, Porter W. Yett, for clarification.

The request as submitted indicates that the project will be done November 30th, 1955; however, as this project involves paving which cannot be laid after September, I am wondering why the extension until November 30th.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams

RECEIVED
AUG 8 - 1955
FOR FILING

5-118 (2)
FORM E-30X—37,500—2-55—52987

4 3 1 2

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon
August 5, 1955

SUBJECT:

To: Mr. W. W. Sipprell
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I am enclosing herewith, application for Pipe Line Permit from the West Slope Water District covering a 12" to 18" concrete water main to be placed along the north side of the right of way of the Sunset Highway in Multnomah County between M.P. 71.41 and M.P. 71.07. I am also enclosing a letter from C. A. Tomassene and Sons transmitting certificate of insurance in the General Casualty Company covering Lee Hoffman, the Contractor, and the Oregon State Highway Commission as additional insured.

You will note that Johnson has asked for a $5000.00 Performance Bond by the Water District Contractor on this project. Tomassene and Sons will write this Performance Bond and their Mr. Baroni will contact Mr. W. C. Crews Monday as to form and coverage. This bond protects the State for one (1) year after the completion of the job. I am also enclosing one copy of the plans for this project.

This permit has been discussed with W. W. Stiffler and we are authorizing the contractors to start work Monday, subject to the final issues of the permit.

Very truly yours,

A. G. SKELTON
Division Engineer

AGS:bb

cc: Mr. WW Stiffler
Mr. AE Johnson

NOTED
W. W. STIFFLER

RECEIVED
AUG 8 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 1 - 1955
FOR FILING

[illegible]

4313

August 1, 1955

Mr. Carl E. Green
Carl E. Green & Associates
510 Henry Building
Portland 4, Oregon

Your File: 2

Dear Mr. Green:

In reply to your letter of July 27, advise that I have no basis of fact for recommending to the Highway Commission any payment to the West Slope Water District for the moving of water mains on a section of the Beaverton-Hillsdale Highway other than as follows:

The original request was that the State assume the cost of moving the existing lines, which you estimated at $26,909. The Commission's official action was that it would pay the actual cost of moving up to but in no event to exceed $27,000.

The extension of your line over that previously planned or the manner in which the construction was performed is no concern of the State Highway Department's, and it is my opinion that the Highway Commission was very liberal in granting aid in such substantial amount as it did. Based on the Commission's action of not to exceed $27,000 cost, we are willing to pay $27,000 instead of the $26,909 previously agreed to, if you substantiate by detailed billing the actual cost of moving this line.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc West Slope Water District
Mr. W. C. Williams

WCW:me lg

RECEIVED
AUG 1 - 1955
FOR FILING

[illegible]
FILE 2
DATE [illegible]

Carl E. Green & Associates
CONSULTING ENGINEERS

TELEPHONE: BROADWAY 2770
810 HENRY BUILDING
PORTLAND 4, OREGON

July 27, 1955

NOTED
W. C. WILLIAMS

R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

Re: West Slope Water District Main Construction
Bertha-Beaverton Highway

Dear Sir:

This will acknowledge your letter of July 26 with further reference to the above project. Your letter will be considered by the Board of Water Commissioners at their next regular meeting on August 8 and you will be advised of the decision of the Board immediately thereafter.

With respect to the project in question, I should like to call to your attention the fact that a considerable amount of additional water main construction has been undertaken and completed in addition to that which was contemplated at the time the estimate of cost was prepared in 1954. Furthermore, at your Project Engineer's request the Water District had its contractor haul away a considerable amount of material and replace it with crushed rock in order to obtain materials which were satisfactory for the Highway Department's requirements. Furthermore, all backfill even in shoulders of the new road grade was mechanically tamped at additional expense to the Water District, which was not contemplated at the time the estimates were prepared.

Following consideration of these matters by the Board of Commissioners we shall give you specific information regarding the additional cost involved for the items mentioned above. These matters were discussed with Mr. W. C. Williams during my visit to Salem last week.

Very truly yours,

CARL E. GREEN & ASSOCIATES

By Carl E. Green

CEG:hw
cc: West Slope Water District

RECEIVED
JUL 28 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 27 1955
FOR FILING

[illegible]

[illegible]

July 26, 1955

Mr. Carl E. Green
Carl E. Green & Associates
510 Henry Building
Portland 4, Oregon

Dear Mr. Green:

Reference is made to your letters dated July 6, 1955 and July 12, 1955 addressed to the attention of W. C. Williams, both letters having reference to reconstruction of the West Slope Water District's water mains along the Beaverton-Hillsdale Highway.

In your letter of July 6 you submitted your bill in the amount of $26,909 for reconstruction of the water mains, which is in accordance with approved action of the State Highway Commission. In the same letter you requested that the project be inspected and accepted by the Highway Department prior to release of your contractor. The work has been inspected, and, insofar as the State Highway Department is concerned, the work has been satisfactorily performed.

In your letter of July 12 you bring up the matter of salvaging 2,200 feet of old steel pipe. You were instructed to refrain from the salvaging of this pipe by the Portland Division office on the grounds that it would materially delay the contractor's operation. It is my opinion that the action of the Portland Division office was proper and was in line with the agreement for the cooperative reconstruction of the pipe line. You had advised us that it was not feasible to move the existing water line, as it would necessitate taking the water line out of use for a long period, which could not be. The only alternate then was to build a new line which could be cut over immediately upon its completion. The estimated cost of this work, which you yourself prepared and which was checked by our engineers, was $53,100, which, of course, included all new pipe. The Highway Department agreed to pay the estimated cost to move the existing line, which you estimated at $26,909.

The Highway Department, of course, will stand by its agreement and is willing to immediately process payment in the amount of $26,909 to the West Slope Water District, but such payment must be conditioned upon the fact that this is full and complete payment and satisfies all obligations of the State Highway Department. In line therewith, if you will advise this office that such payment is full and complete and that additional claims will not be made for the nonsalvage of some of the old existing pipe, the bill will be promptly processed for payment. We await your advice.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc West Slope Water District
Mr. W. C. Williams
Mr. H. G. Smith
Mr. A. G. Skelton
Mr. C. H. Maison

WCW:mc lg

the State Highway Department. In line therewith, if you will advise this office that such payment is full and complete and that additional claims will not be made for the nonsalvage of some of the old existing pipe, the bill will be promptly processed for payment. We await your advice.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc West Slope Water District
Mr. W. C. Williams
Mr. H. G. Smith
Mr. A. G. Skelton
Mr. G. E. Maison

WCW:me lg

FORM E30—80M—10-54—79488

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 18, 1955

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Sir:

I hand you herewith a copy of a letter from Carl Green re some pipe the West Slope Water District wishes to salvage on the Beaverton-Multnomah County Line Project with a copy to Mr. Skelton explaining our position in this matter.

I discussed this matter at some length with Mr. Skelton and it was his judgment that the Water District had already unduly delayed the contractor, and that removing the pipe would cause further delay and expense, and would not be fair to our contractor. This matter was covered with the Water District by ~~agreement;~~ letter however, no mention was made of salvage.

It would be my recommendation that we deny the claim on the grounds that it was not a part of the original agreement and that it would cause an expense to the contractor and the State if salvage operations were continued.

Very truly yours,

Forrest Cooper
Ass't. Construction Engineer

FC:dt

Attachment

RECEIVED
JUL 19 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Carl E. Green & Associates
CONSULTING ENGINEERS

TELEPHONE: BROADWAY 2770
510 HENRY BUILDING
PORTLAND 4, OREGON

FILE 2

DATE July 12, 1955

State Highway Department
Attention: W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Re: Bertha-Hillsdale Highway Project
West Slope Water District Pipe Line

Dear Mr. Williams:

The West Slope Water District last week completed the installation of new water mains along the Bertha-Hillsdale Highway in order to permit the widening and improvement of the highway by the State Highway Department. Upon completion of the main work and the making of cutovers to other lines, the District began excavation to recover approximately 2,200 ft. of standard weight steel pipe which was installed about eight years ago, and which the District planned to recover and reinstall elsewhere in its District. This work has been contemplated since the project was first under consideration more than a year ago.

The project engineer of the Highway Department, Mr. Cochell, ordered the work stopped on Thursday, July 7 on the ground that to recover the pipe would delay the construction work of the Highway Department's contractor. Upon receipt of this information I telephoned Mr. Frank Young of the Division Office to discuss the matter with him and later additional discussions took place regarding the matter. I advised Mr. Young that the pipe was the property of the West Slope Water District, and that they had a right to recover this asset. Today I received a telephone call from Mr. Skelton, your division engineer, who stated that the Water District will not be permitted to recover this pipe.

This will give you formal notification that the Board of Commissioners of the West Slope Water District believe that they have a legal right to recover this property and that they will expect compensation from the Highway Department for its value, unless the verbal orders are rescinded and permission granted to recover the pipe.

Very truly yours,

CARL E. GREEN & ASSOCIATES

By Carl E. Green

CEG:hw
cc: A. G. Skelton
cc: West Slope Water District

Carl E. Green & Associates
CONSULTING ENGINEERS

TELEPHONE: BROADWAY 2770
810 HENRY BUILDING
PORTLAND 4, OREGON

FILE 2

DATE July 6, 1955

[illegible]
W. C. WILLIAMS

State Highway Department
Attention: W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

Re: Bertha-Hillsdale Highway
West Slope Water District Water Main Work

Dear Mr. Williams:

In accordance with authorization of the State Highway Department given to the West Slope Water District, a contract was let for the installation of a water main along the Bertha-Hillsdale Highway from the city limits of Beaverton east to Scholls Ferry Road to prevent interference with the State Highway Departments widening and improvement project for the highway.

All of the work contemplated in the original estimate of cost submitted to you and approved by the Highway Commission has been installed, plus an additional amount of approximately 3,000 ft. of main at the westerly end of the project. I believe that reimbursement to the West Slope Water District for the entire amount is now in order and a bill in this amount is submitted herewith in duplicate.

We shall not release the contractor on the water project from his responsibility nor release the retained money until acceptance of the work by the Highway Department Project Engineer.

Very truly yours,

CARL E. GREEN & ASSOCIATES

By Carl E. Green

REFERRED TO
H G Smith
by State Highway Engineer
Please [illegible]

CEG:hw
cc: A. G. Skelton
cc: West Slope Water District

RECEIVED
JUL 7 1955
STATE HIGHWAY COMMISSION

BOARD OF COMMISSIONERS
RICHARD ATIYEH, CHAIRMAN
BRUCE H. AARON, SECRETARY
GENERAL C. A. LARKIN, TREASURER

WEST SLOPE WATER DISTRICT
WASHINGTON COUNTY, OREGON

GEORGE J. DAVIS, SUPERINTENDENT
9025 S. W. CANYON ROAD .. TELEPHONE ATWATER 5333
PORTLAND 1, OREGON

July 7, 1955

State Highway Department
% W. C. Williams
Ass't. State Highway Engineer
Salem, Oregon

Reconstruction of Water Mains, Beaverton-Hillsdale

Highway Project . . . . $ 26,909.00

Authorization: Nov. 22, 1954

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MAR 2
FOR FILING

file

S-1 (2)
FORM 230—50M—4-54—743

431

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 25th, 1955

SUBJECT: West Slope Water District Lines

To:
Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Attn: Forrest Cooper

Dear Sir:

Under date of February 25, 1955 you wrote concerning the proposed agreement between the Highway Commission and the West Slope Water District, covering the modification of the West Slope Water District water lines on the Multnomah County Line-Beaverton Section of the Hillsdale-Beaverton Highway, which is now under contract. Mr. Williams had requested that we check over the proposal submitted by Mr. Carl Green, engineer for the West Slope Water District, and submit necessary details for an agreement between the Highway Commission and the district.

Under date of May 5, 1954, Carl Green wrote to this office, submitting an estimate of cost on the West Slope Water District's water main relocation on the Multnomah County Line-Beaverton Section. This was forwarded to you with my letter of May 14th. Green's estimate is based on the cost of moving the existing line to get it out of the way of our construction. However, as stated in his letter, the district actually proposes to construct entirely new lines through this section, put these new lines in service, and then abandon their existing lines. They propose that we compensate them for the estimated cost of moving their existing lines, although this is actually not being done. This would permit continuous service to their customers, and would also benefit the district to some extent by permitting them to enlarge their mains where necessary to handle their present anticipated load. This matter was presented to the Highway Commission at their October meeting, and they approved compensating the district to a maximum of $27,000.00.

F. T. Young has completed an investigation of the work proposed by the West Slope Water District and of their estimate of cost. I am enclosing copy of his report of this date on this matter, and I am also enclosing a schematic profile of the West Slope water line in relationship to the pavement elevation. The thick base required on this section is due to unstable soil condition, and it has been our opinion that it would be impossible to do our necessary grading without disturbing this water line. Soil conditions are quite comparable to those encountered on the Sylvan Project, where it was necessary for us to move the pipe line during construction.

March 25, 1955

We feel that the estimate presented by Carl Green for the West Slope Water District is reasonable, and that this method of settlement would be fair to both the state and the district. It does cover the moving of all surface installations, as well as the moving of the mains themselves. The West Slope Water District is ready to go ahead with their new installation, and should be advised as soon as practicable, that this agreement is satisfactory, so they can proceed with their work.

Yours very truly,

NOTED
W. C. WILLIAMS

A. G. SKELTON
Division Engineer

AGS:W
Encl.
cc: W. C. Williams ✓
James W. Cochell
Extra

FORM E30—50M—4-54—74396

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 25th, 1955

SUBJECT:

To: A. G. Skelton
Division Engineer
Office

In regard to the West Slope Water District's estimate of cost for moving their water facilities on the Multnomah County Line-Beaverton Section of the Hillsdale-Beaverton Highway, in order to check Mr. Green's estimate, I contacted Mr. Carter who is retained as engineer on 20 water districts, and Mr. Mosely, Water Superintendent for the City of Portland.

Mr. Carter's prices were somewhat lower than Mr. Green's, and Mr. Mosely's prices were considerably higher. For instance, Green's estimate for trench excavation was $1.40, Carter used $1.15, and Mosely recommended $2.00. As a whole, however, I believe Green's estimate to be relatively correct, being somewhere between the extremes of Carter's and Mosely's estimate.

F. T. YOUNG
Assistant Division Engineer

FTY:w

FEB 28 1955

FOR FILING

FORM 2-90X—50,000—10-54—[illegible]

5-198(3)

4312

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 25, 1955

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer

NOTED
W. C. WILLIAMS

Mr. Williams has called to my attention that on November 1, 1954 a letter was sent from his office asking that Carl Green, Engineer for the West Slope Water District, be contacted and the details of an agreement worked out covering the reconstruction or relocation of their pipe lines on the Beaverton-Multnomah County Line Section.

This is written as a memo to ask that you have this matter expedited so that the agreement can be prepared.

Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:jv

cc: W. C. Williams ✓

RECEIVED
[illegible] 3 - 195
FOR FILING

FORM E-30X 37½ 9-54 79790

S-198 (2)

4313

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 24, 1954

SUBJECT:

To:
Mr. A. C. Skelton
Division Engineer
State Highway Dept.
Box 4699, Sellwood Sta.
Portland, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The Subcontract between Porter W. Yett and Perkins Bros., covering items 2 to 26, inclusive, on the Multnomah County Line-Beaverton contract, #4313, Oregon S-198 (2), is approved and you may so inform the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:jv

cc: W. C. Williams
2 - C. G. Polk

RECEIVED
NOV 30 1954
FOR FILING

S-192(4)
4313

November 29, 1954

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4313, which was awarded to you on November 5 by the State Highway Commission, for the Beaverton-Multnomah County Line Section of the Beaverton-Hillsdale Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

Recorded

4

RECEIVED
DEC 13 1954
FOR FILING

5 - 198(2)
4312

[illegible]
44

November 22, 1954

Mr. Earl E. Green
Earl E. Green & Associates
Consulting Engineers
510 Henry Building
Portland 4, Oregon

Dear Mr. Green:

This note is to inform you that the State Highway Commission at its last meeting authorized an expenditure of sufficient funds to finance the moving of water facilities belonging to the West Slope Water District on the Multnomah County Line-Beaverton Section of the Beaverton-Hillsdale Highway.

The Commission understands that it is not feasible to remove the existing water line because it would mean cutting off the water supply for a considerable length of time, which cannot be done, so an entirely new line will have to be constructed. It is also the Commission's understanding that it is being asked to contribute toward the new pipe line construction in an amount that it would have cost to reestablish the old line, and that the District will pay all cost over and above such amount. You will be pleased to know that the Commission authorized a contribution of State Highway funds in conformity with such an arrangement.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

RECEIVED
NOV 19 1954
FOR FILING

S-198 (2)
4313

November 18, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 12, 1954 on Contract No. 4313, Beaverton-Multnomah County Line Section, in Washington County, in connection with Federal Aid Project No. S-198 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:bb

RECEIVED
NOV 5 1954
FOR FILING

Const
Fed Aid
Prog & Fin
S-198(2)

November 5, 1954

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Beaverton-Multnomah County Line Section of the Beaverton-Hillsdale Highway in Washington County, Project S-198 (2), to Porter W. Yett of Portland, Oregon, on the basis of the bid of $294,286. submitted on September 24, 1954.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:bb

RECEIVED
~~FOR~~ FILING
OREGON DISTRICT
S-198(2)
-131[illegible]

Mr. [illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

403 STATE HIGHWAY BLDG.
SALEM, OREGON

November 5, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project S-198 (2), Beaverton-Multnomah County Line Section of the Beaverton-Hillsdale Highway, we hereby concur, as of this date, in award of Contract to Porter W. Yett of Portland, Oregon, low bidder in the amount of $294,286.00 at the September 24, 1954 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
NOV 8 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 18 1954
FOR FILING

5-198(2)
4313

November 5, 1954

Porter W. Yett
6500 N. E. Ainsworth St.
Portland, Oregon

NOTED
J. Mc C.

Gentlemen:

The State Highway Commission on September 24, 1954 accepted your proposal for grading and paving the Beaverton-Multnomah County Line Section of the Beaverton-Hillsdale Highway east from Beaverton in Washington County for the sum of $294,286.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4313.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

cl

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

R. G. Savage (SIA)
H. G. Smith
S. H. Probert

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

11:15 a. m.
November 5, 1954

cc C. W. Head
cc Files ✓

Porter W. Yett
6500 N. E. Ainsworth St.
Portland, Oregon

Contract for grading and paving Beaverton-Multnomah County Line Section of Beaverton-Hillsdale Highway Washington County for which you submitted low bid on September 24, 1954 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
Oregon State Highway Com.

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order an entirely new line and bill the State only for what the cost would be for moving the existing one. Please take this matter up direct with Carl E. Green, Engineer for the Water District, and have prepared the necessary agreement along the lines stated above.

W. C. Williams

WCW:me

cc Mr. A. G. Skelton

RECEIVED
NOV 1 1954
FOR FILING

Coord
Fed. Aid
Prog. & [illegible]
5 198[illegible])

Salem, Oregon
November 1, 1954

Mr. H. G. Smith

The State Highway Commission, at its recent meeting, approved payment to the West Slope Water District of an amount estimated to be the cost of moving existing water lines by reason of construction on the Bertha-Beaverton Highway. The estimated cost of moving the lines is $26,909, and the Commission will reimburse the Water District for this amount if the estimate is found to be correct. In no event will the Commission reimburse the Water District for more than $27,000.

As I understand the matter, the Water District will construct an entirely new line and bill the State only for what the cost would be for moving the existing one. Please take this matter up direct with Carl E. Green, Engineer for the Water District, and have prepared the necessary agreement along the lines stated above.

W. C. Williams

WCW:me

cc Mr. A. G. Skelton

Carl E. Green & Associates
CONSULTING ENGINEERS

TELEPHONE: BROADWAY 2770
510 HENRY BUILDING
PORTLAND 4, OREGON

ACCOUNT 2

DATE October 8, 1954

NOTED
W. C. WILLIAMS

W. C. Williams
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Dutch: Re: West Slope Water District

A number of months ago we discussed with engineers in the Portland Division Office the matter of reinstallation of water mains along the Bertha-Beaverton Highway within the West Slope Water District, which will become necessary before the State Highway Department widens the Bertha-Beaverton Highway. At that time I prepared estimates of cost for the work and transmitted them to Mr. Skelton. We are now advised that the Highway Department has taken bids for the work in question and will probably award a contract for construction.

The Board of Commissioners of the Water District at their regular meeting scheduled for Monday night October 11 expect to take action in calling for a bond election to raise sufficient money to both build a new reservoir and supply line in the vicinity of Sylvan because of the contemplated State Highway work at that point and for the Bertha-Beaverton improvement.

If it is possible for you to transmit some word regarding the Bertha-Beaverton Highway matter on Monday October 11 it will be of great assistance to the Board in determining the amount of money to be raised by their proposed bond issue. If you could call Mr. Skelton and have him relay any data to either this office or to the West Slope Water District Office it would be very helpful.

Very sincerely yours,

CARL E. GREEN & ASSOCIATES

By Carl E. Green

CEG:hw
CC: A. G. Skelton, Division Engineer

West Slope Water District

RECEIVED
OCT 11 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 26 1954
FOR FILING

Const
Fed. Aid
Prog. & Proj.

S-198 (2)

October 2[illegible], 1954

Oregon State Highway Commission

Gentlemen:

We have already taken bids for the construction of the Multnomah County Line-Beaverton Section of the Beaverton-Hillsboro Highway, and included in the project authorization is an amount of $27,000 for moving water facilities of the West Slope Water District. We have not as yet made an agreement with the West Slope Water District, but we recognized the fact that we would have to assist in the moving of the water line, as the water district is not financially able to assume the entire cost.

It is not feasible to move the existing water line as it would necessitate taking the water line out of use for a long period, which cannot be done. The only alternate then is to build a new line, which can be cut over immediately upon its completion. The estimated cost of the new line is $[illegible], which, of course, includes all new pipe. The Water District has advised that it will assume all costs over and above what would actually be necessary to move the existing line. This then means that the State would pay the estimated cost to move the existing line, or $27,000, and the West Slope Water District would pay all the costs over that.

This matter will be on the agenda, and I recommend your approval of the above-proposed plan.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

WCW:me hi

RECEIVED
SEP 29 1954
FOR FILING

Cont
Fed. Aid
Prog. & Proj.

S-198(2)

September 27, 1954

Porter W. Yett
6500 N. E. Ainsworth Street
Portland, Oregon

Gentlemen:

The State Highway Commission on September 24, 1954 accepted your bid in the amount of $294, 286.00 for grading and paving the Beaverton-Multnomah County Line Section of the Beaverton-Hillsdale Highway in Washington County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: H. G. Smith
S. H. Probert
R. G. Savage (SIAC)

RECEIVED
FOR FILING

[illegible]
Fed Aid
Proj Pro

September 8, 1954

Comments to [illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project S-198(2), Beaverton-Multnomah County Line Section of the Beaverton-Hillsdale Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification all rights of way or rights of entry have been acquired.

Please forward the usual copies of City resolution covering encroachments for the section within Beaverton.

In view of the narrow pavement lane and shoulder design as well as the lack of adequate provisions for left turn movements, it is suggested in the interest of safety, that between stations 23 and 151+18 the median of raised asphaltic concrete markers, be eliminated entirely or, at least be eliminated opposite approach roads to permit left turn movements without the necessity of driving over the median.

Very truly yours,

C. G. POLK
District Engineer

By

A. F. HESTER
Supv. Highway Design Engineer

RECEIVED
SEP 15 1954
OREGON
STATE HIGHWAY COMMISSION

File

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

Coast
Fed Aid
[illegible]
(S-198(2))

August 31, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The request for individual project program change Item 265, Project S-198(2), Beaverton to Multnomah County Line, extending the length to 2.94 miles with new total cost of $350,000 and Federal Funds $210,000, was approved effective August 30, 1954, by Acting Division Engineer F. E. Andrews.

Very truly yours,

CG Polk
C. G. POLK
District Engineer

RECEIVED
SEP 1 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 14 1954
FOR FILING

Const
R/W
Beaverton-Hillsdale

April 12, 1954

Oregon State Highway Commission

Gentlemen:

Attached hereto is a sketch map indicating the survey for improvement of the Beaverton-Multnomah County Line Section of the Beaverton-Hillsdale Highway in Washington and Multnomah Counties. Actually, the new survey follows the existing highway, but as considerable right of way is required your approval of the new survey is necessary. We have an allotment of $221,000 to construct a portion of this section, and we are now preparing a project for the May meeting utilizing the $221,000 available.

This matter will be on the agenda, and I recommend your approval of the survey as indicated.

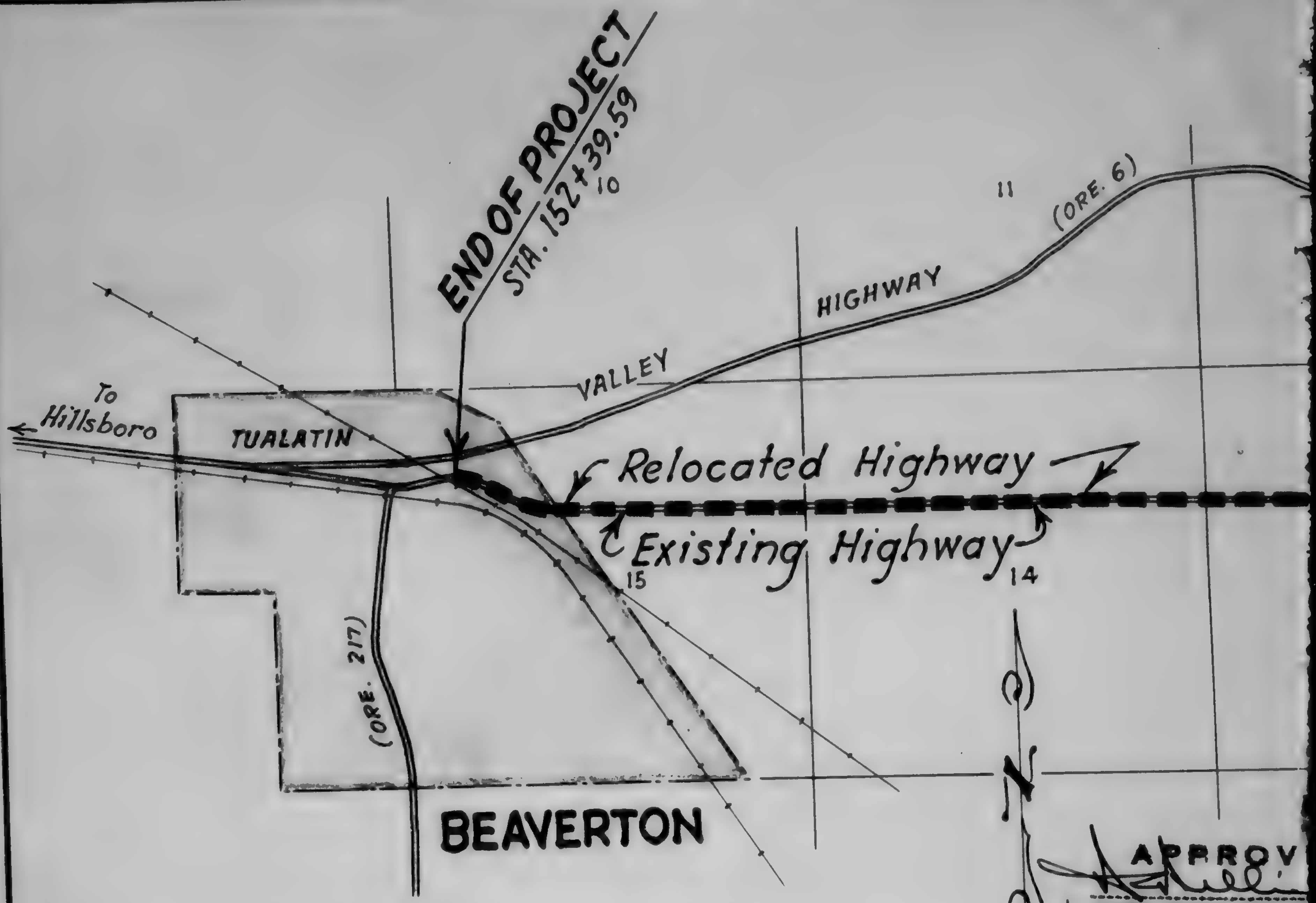
Very truly yours,

R. H. Baldock
State Highway Engineer

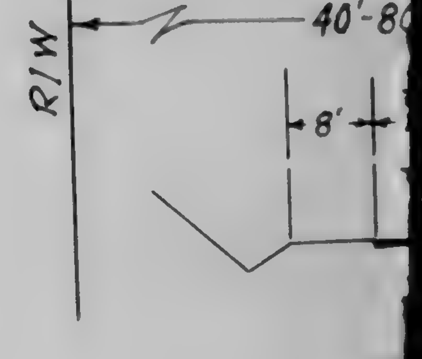
Enclosure

cc Mr. H. G. Smith
Mr. C. H. Maison

WCW:me fp



APPROV
DEPUTY STATE HIGHWAY
Date 4-12-5



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

BEAVERTON-MULTNOMAH CO. LINE SECTION

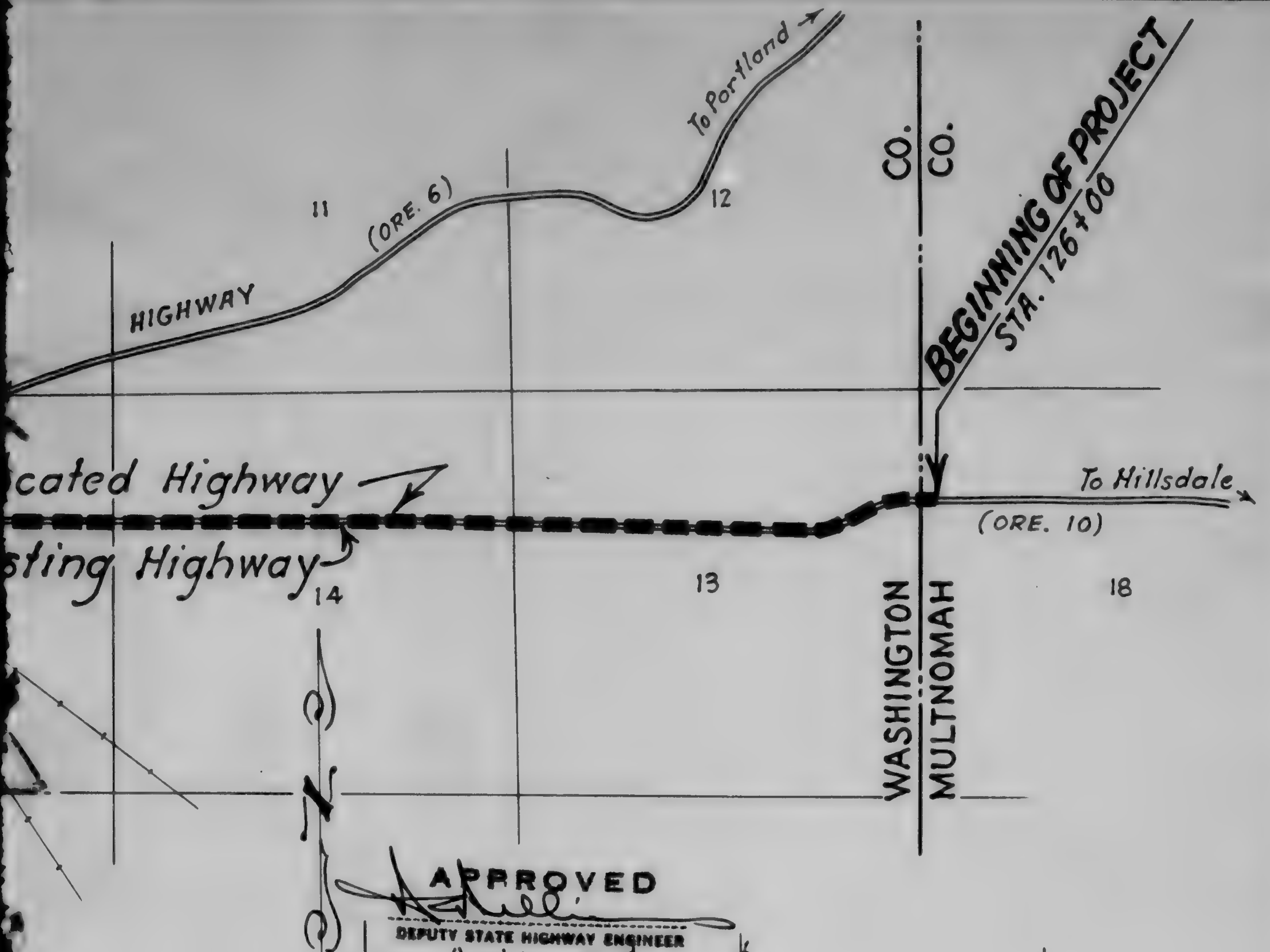
BEAVERTON-HILLSDALE HIGHWAY

WASHINGTON & MULTNOMAH COUNTIES

Scale: 1" = 2000' April, 1954

For Details see 7B-27-9

IR-5-534



APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 4-12-54

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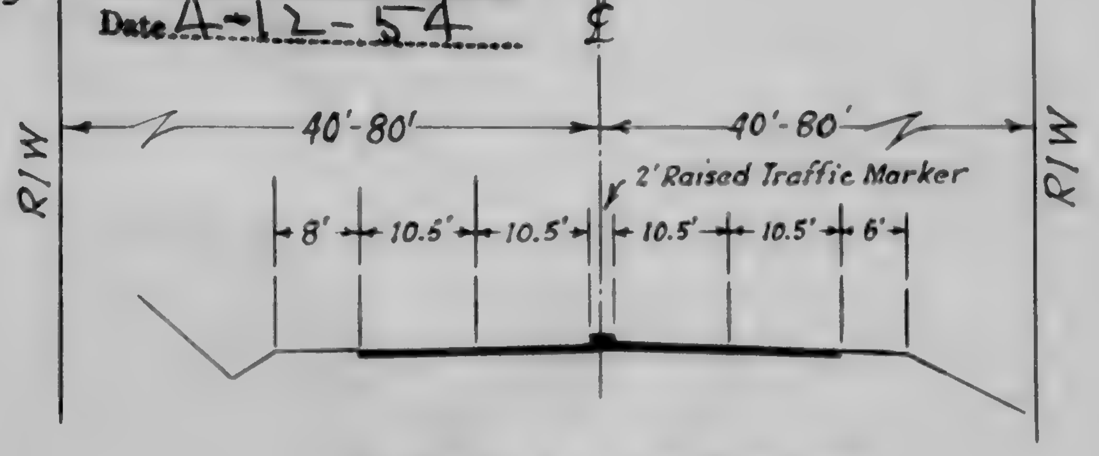
1954



TYPICAL SECTION

FORM E-30 25M 9-51 82315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1954

SUBJECT:

To:

Mr. W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith seven copies of a sketch map on the Beaverton-Multnomah County Line Section of the Beaverton-Hillsdale Highway, for use in securing Commission approval. There is an item set up in the proposed May letting amounting to $281,000 for reconstruction of a portion of this section.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A. Pease

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

4-310 Necanicum Rock Production 1954
Project
4314

RECEIVED
FEB 23 1956
FOR FILING

file

MARYLAND CASUALTY COMPANY
WILLIAM T. HARPER, CHAIRMAN OF THE BOARD AND PRESIDENT
BALTIMORE 3

CLAIM DIVISION
H. ELLSWORTH MILLER
VICE-PRESIDENT

H. G. LEWIS, JR.
MANAGER, CLAIM DIVISION

SURETY DEPARTMENT
GEO. W. DEXTER, MANAGER

PLEASE ADDRESS
REPLY TO WRITER
QUOTING OUR CAPTION

4-8310
4314

February 20, 1956

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

NOTED
H. B. GLAISYER

Dear Mr. Glaisyer:

4314

133-56-Cont.
C. & W. Crushing Company

We are sending copy of your letter of February 10, 1956 to Mr. J. P. Stapleton, Manager of our Portland Claim Division, Equitable Building, Portland 4, Oregon, who will refer this matter to our principal.

We suggest that it will be in order for you to correspond direct with Mr. Stapleton if you find further correspondence necessary.

Yours very truly,

G. Price Hayden
G. Price Hayden
Attorney

7

CC: Portland Claim Division
CC: Portland Branch Office
~~CC: Mr. Martin Knutsen and Son~~
~~189 12th Street~~
~~Astoria, Oregon~~

Mrs. Patrick
Please write in your address book for matters
16
noted

REFERRED TO
BY SECRETARY

RECEIVED
FEB 24 1956
OREGON
STATE HIGHWAY COMMISSION

Lewis

RECEIVED
FEB 21 1956
FOR FILING

[illegible]
4314

February 10, 1956

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

A letter has been received from the Seaside Oil Company, 39 North Holladay Drive, Seaside, stating that the C & W Crushing Company owes them the sum of $815.36 for products delivered to September 12, 1955.

Their claim, they state, is against the C & W Crushing Company, contract No. 4314 for rock production on the Necanicum Section in Clatsop County.

This information is furnished as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

cc: Maryland Casualty Company
Martin Knutsen & Son
189 12th Street
Astoria, Oregon

cc: C & W Crushing Company
Hamlet Route
Seaside, Oregon

NOTED ON CARD

RECEIVED
FEB 21 1956
FOR FILING

File

Lewis

[illegible]
4314

February 10, 1956

Seaside Oil Company
39 North Holladay Drive
Seaside, Oregon

ATTENTION: Howard R. Hedrick
President

Dear Sir:

This is in reply to your letter of February 7th in which you state that the C & W Crushing Company owe you the sum of $815.36 for products furnished on contract No. 4314 for rock production on the Necanicum Section of the Oregon Coast, Sunset, and Necanicum Highways.

The Maryland Casualty Company through Martin Knutsen & Son, 189 12th St., Astoria, furnished the performance bond for this contract. The bond is given to assure completion of the contract and payment of all bills incurred in the contract.

The contract was completed September 20, 1955, and was accepted by the Commission on November 3, 1955. Final payment was mailed on November 14, 1955.

If you wish to protect your claim against the bond for a period longer than six months following acceptance of the contract, you should file the claim with the Secretary of State. Attached are excerpts on the Oregon Laws outlining the procedure to prepare this filing.

In the meantime the claim will be noted in our records and we will advise the surety and contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc
Attach

NOTED ON CARD
gl

Seaside Oil Co.

★ HEATING OILS
★ HEATING EQUIPMENT
★ HEATING SATISFACTION

39 N. HOLLADAY DRIVE
SEASIDE, OREGON

February 7, 1956

H. B. Glaisyer, Secy.
State Highway Comm.
State Highway Office Bldg.
Salem, Oregon

Dear Sir:

We are writing you as an unpaid supplier of the C & W. Crushing Co., the company that supplied crushed rock to the State of Oregon under contract #4314 in the Seaside area. The last transaction on their current balance of $815.36 dates back to Sep. 12, 1955.

In writing this letter, we are asking for information regarding any action from your office that could effect payment. If there is anything you could do or any suggestions we could follow, we will be most grateful for your help.

Yours very truly
SEASIDE OIL CO.

Howard R. Hedrick

Howard R. Hedrick, Pres.

HRH:hdm

REFERRED TO
BY SECRETARY

RECEIVED
FEB 9 1956
OREGON
STATE HIGHWAY COMMISSION

gl

RECEIVED
JAN 31 1956
FOR FILING
Contract #4314

4-8310
4314

January 24th, 1956

FINAL COST ANALYSIS

Oregon Coast, Sunset and Necanicum Highways Prefix 4-8310-201(44)
C & W Crushing Co., Contractor
D. C. King, Resident Engineer

OTED
Highway Engineer

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
½"-¼" Cr. Rock in Stockpile	5,930.9	Cu. Yd.	$1.81	$2.34	$10,734.93	$13,878.31
¼"-#10 Cr. Rock in Stockpile	505.67	" "	1.81	2.34	915.27	1,183.27
¼"-0" Cr. Rock in Stockpile	5,092.86	" "	1.81	2.34	9,218.08	11,917.29
S.P. Screen Rejects in Stockpile	915.85	" "	0.25	0.25	228.96	228.96
S.P. Haul Adjustment, Favor of State	15,979.8	Yd. Mi.		.10		- 1,597.98
Force Account					147.69	173.74
					$21,244.93	$25,783.59

Gross Revenue	$25,783.59
Total Cost	21,244.91
Net Profit	$ 4,538.68

Net Profit Equals 17.6% of Gross Revenue

Prefix 29-8305

Contract #4322

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
3/4"-0" Cr. Rock in Stockpile	970.24	Cu. Yd.	$2.77	$2.38	$ 2,687.56	$ 2,309.17
½"-¼" Cr. Rock in Stockpile	3,981.84	" "	2.77	2.38	11,029.70	9,476.78
¼"-#10 Cr. Rock in Stockpile	436.41	" "	2.77	2.38	1,208.85	1,038.66
¼"-0" Cr. Rock in Stockpile	3,931.71	" "	2.77	2.38	10,890.84	9,357.47
					$25,816.95	$22,182.08

Total Cost	$25,816.95
Gross Revenue	22,182.08
Net Loss	$ 3,632.87

Net Loss Equals 16.4% of Gross Revenue

Contracts #4314 and #4322

Labor:		
Labor	$ 9,089.65	
Labor Insurance	1,339.66	
Health & Welfare	226.20	
		$10,655.51
Equipment Rental & Misc. Supplies:		
Equipment Rental (Owned)	$ 5,904.00	
" " (Rented)	7,724.74	
Truck Rental (Fully-operated)	14,999.34	
Gas, Oil & Grease	1,864.46	
Move In (Freight)	1,617.50	
Bond	360.00	
P.L. & P.D. Insurance	109.07	
Misc. Supplies & Small Tools	863.54	
Powder, Wire & Caps	1,524.75	
Home Office & General Overhead	1,438.97	
		36,406.17
Total Cost		$47,061.88

Breakdown of Crushing Cost

Item	Quantity	Unit	Total Cost	Contract #4314 Unit Cost	Contract #4322 Unit Cost
Shooting Quarry	20,549.63	Cu. Yd.	$ 4,586.91	$0.22	$0.22
Move In & Set Up	20,549.63	" "	4,378.42	0.21	0.21
Load & Haul to Crusher	20,549.63	" "	6,671.88	0.32	0.32
Crushing	20,549.63	" "	14,594.74	0.70	0.70
Haul to Stockpile	11,529.43	" "	3,343.53	0.29	
" " "	9,320.20	" "	11,650.25		1.25
General Overhead	20,549.63	" "	1,438.97	0.07	0.07
			$46,664.70	$1.81	$2.77

Contracts #4314 and #4322

Remarks:

These were "State Projects" calling for the crushing and stockpiling of approximately 19,000 cu. yds. of crushed rock on the Oregon Coast, Sunset and Necanicum highways for later use by the State in connection with maintenance operations.

The projects were bid December 7th, 1954. The contractor started digging a "coyote" hole in the Hjortland quarry February 8th, 1955. Two weeks were required to excavate materials from hole. On June 2nd one carpenter started to build a foundation for feeder. June 17th the plant began to arrive and was immediately set up. On June 24th the plant started producing, and the project was completed September 20th, 1955.

The two contracts, #4314 and #4322, were both produced from the same quarry. This increased the haul on Contract #4322, Clatsop County Line-Rockaway, by 13 miles which was the principal reason for it showing a loss. Heavy rains retarded progress and often closed the plant down.

The Industrial Accident Commission closed the project down due to high face of the quarry, declaring it unsafe. Barring down and scaling of the upper face seemed to satisfy the Commission after a meeting of Mr. Walker, D. C. King, Wilson and a representative of the Accident Commission. This closed the plant down for 5 days.

Stockpiling and hauling were subcontracted to Rohberg and Kirchem.

The hourly plant production was slightly over 50 cubic yards per hour.

A good profit was realized on Contract #4314 due to stockpiling in the immediate vicinity, but Contract #4322 showed a loss due to increased haul.

Harry R. Sturgis

RECEIVED
NOV 23 1955
FOR FILING

4
4314

FORM [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 21, 1955

C & W Crushing Co.
Hamlet Route
Seaside, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from August 31, 1955 to September 20, 1955 within which to complete your contract No. 4314, for rock production on the Necanicum Section of the Oregon Coast, Sunset and Necanicum Highways in Clatsop County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

L. C. King,
Resident Engineer

Forrest Cooper,
Construction Engineer

11 9 3 16

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 10, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4314	5-Final	C & W Crushing Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22478	B-135856	$ 773.51	11/10/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1955

Time Extensions: to Sept. 20, 1955 without penalty

Completion Date: Sept. 20,1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-14-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed:

Ruth Rawlings

RECEIVED
OCT 31 1955
FOR FILING

4-1312
4314

October 28, 1955

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4314 for rock production on the Necanicum Section of the Oregon Coast, Sunset and Necanicum Highways in Clatsop County was completed by the contractor, C & W Crushing Co., on September 20, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $773.51 will be released to the contractor after acceptance by the Commission. The total contract amount is $25,783.59, of which amount $173.74 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Martin Knutsen & Son
189 12th St.
Astoria, Oregon

NOTED ON CARD

RECEIVED
OCT 20 1955
FOR FILING

4 8310

4314

October 19, 1955

Oregon State Highway Commission

Request for extension of time
No. 20
November 3 and 4 meeting

Gentlemen:

Herewith a request from the C & W Crushing Company for an extension of time on the Necanicum Rock Production Contract No. 4314 from August 31, 1955 to September 30, 1955.

This contractor had several other crushing jobs on major highway contracts and was requested to complete these contracts before starting this one, inasmuch as the rock is not required until the 1956 season.

There was no inconvenience suffered, nor was there added cost to the State. I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

EAP:dt:gm

cc Mr. H. G. Smith

RECEIVED
OCT 12 1955
FOR FILING

4314

October 12, 1955

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C & W Crushing Co. in connection with contract No. 4314, for rock production on the Necanicum Section of the Oregon Coast, Sunset and Necanicum Highways in Clatsop County. This payment, in the amount of $5,531.34, will be released to the contractor on or after October 22, 1955. The retained percentage is $773.51.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Martin Knutsen & Son
189 12th St.
Astoria, Oregon

NOTED ON CARD
gl

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 24, 1955

Section Necanicum

Highway Oregon Coast, Sunset, Necanicum

Contractor C & W Crushing Co.

Date of contract Dec 7, 1954

Date work started Feb 7, 1955

Project authorization . . . . $ 26,887.50

Exclusive of Engineering . . . . $ 23,900.00

Kind of work Rock Production

Section prefix 4-8310

Contract number 4314

Date of completion Aug 31, 1955

~~Estimated~~ date of completion Sept 20, 1955

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . $23,000.00

Per cent of contract completed, based on total contract price . . . 100 %

Engineering authorization . . . . . . $ 1912.00

Engineering cost to date $ 1800.00, 92 %

Date project was completed Sept 20, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed the project on Tuesday. Three piles at M.P. 6.7 on the Sunset Highway remain to be measured on Monday and the Semi-Final estimate will be forwarded to Salem next week.

Last Report

NOTED
H. G. SMITH

NOTED
L. H. Young

RECEIVED
SEP 26 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed D. C. King

Address P.O. Box 543 Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 7

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			10,000		
Estimated quantities moved or placed to date			10,000		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			1		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ....1...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear		
Tuesday	Overcast		
Wednesday	Clear		
Thursday	Clear		
Friday	Clear		
Saturday			

RECEIVED
AUG 23 5
FOR FILING
4-82.10
4314

FORM E-133 50M REVISED 3-55

COMMISSIONERS
BEN R. CHANDLER,
COOS BAY
CHAS. H. REYNOLDS,
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 22, 1955

C & W Crushing Co.
Hamlet Route
Seaside, Oregon

Gentlemen:

The State Highway Commission at its meeting held on August 11 had under discussion your request for an extension of time from July 31 to August 31, 1955 within which to complete your contract No. 4314, for rock production on the Necanicum Section of the Oregon Coast, Sunset and Necanicum Highways in Clatsop County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

D. C. King,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
JUL 27 1955
FOR FILING

[illegible]
4314

July 26, 1955

Request for extension of time
No. 8
August 11 and 12 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the C & W Crushing Company for an extension of time on the Necanicum Rock Production Project, Contract No. 4314, from July 31, 1955 to August 31, 1955.

The quarry for this project is located very close to a mink farm, and the contractor was requested to delay shooting in this quarry until the young mink reached a sufficient age so they would not be injured by the blast. The delay has caused no inconvenience to the Department and probably has saved us from litigation.

I recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc Mr. H. G. Smith

EAP:dt hi

RECEIVED
JUL 20 1955
FOR FILING

FORM 830—50M—10 54—79485

4 X 310
4314

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 14, 1955

NOTED
W. C. WILLIAMS

SUBJECT:

To:

Mr. H. G. Smith
Construction Engineer

Attention: Mr. Forrest Cooper

Dear Sir:

I met with representatives of the State Industrial Accident Commission at Hjortland Quarry, where the operations of Mr. Jed Wilson of the C & W Crushing Company on Contract No. 4314 have been closed down by order of Commission personnel.

After considerable discussion of the matter, Mr. Wilson was allowed to proceed with his work. The Commission officials requested that certain stumps and snags standing near the brink of the quarry be removed and that all loose rock in the upper portion be barred off. This is a very simple procedure and will not involve over $200.00 in expenditures so we agreed to perform the work requested.

They also suggested that future operations in quarries with high faces should be carefully planned and that the contractor should use down holes instead of coyotes to prevent maintaining near vertical banks.

Yours very truly,

Walker

J. D. Walker
Division Engineer

JDW:AM
cc Mr. W. C. Williams

RECEIVED
JAN 1 4 1955
FOR FILING

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[illegible]

files

January 13, 1955

C & W Crushing Company
Hamlet Route
Seaside, Oregon

Gentlemen:

We enclose herewith three fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4314, for rock production on the Necanicum Section of the Oregon Coast, Sunset and Necanicum Highways in Clatsop County, awarded December 7, 1954.

Contract No. 4322, for rock production on the Clatsop County Line-Rockaway Section of the Oregon Coast and Necanicum Highways in Tillamook County, awarded December 7, 1954.

Contract No. 4328, covering the Locust Grove-Mud Hollow Canyon Section of the Fulton Canyon-Wasco Road in Sherman County, awarded December 17, 1954.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
DEC 10 1954
FOR FILING

4-8310

[illegible]

December 9, 1954

C & W Crushing Company
Hamlet Route
Seaside, Oregon

Gentlemen:

The State Highway Commission on December 7, 1954 awarded to you State Highway Contract No. 4514 for Necanicum Rock Production Project on the Oregon Coast, Sunset and Necanicum Highways southeast of Seaside in Clatsop County.

This award was based on your bid of $43,400 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

5-9305 Birkenfeld-Washington County 1954
Line Rock Production Project
4315

M. B

RECEIVED
FEB 16 1956
FOR FILING

February 9th, 1956

FINAL COST ANALYSIS

Birkenfeld-Washington County Line Section
Contract #4315

Nehalem Highway
Prefix 5-8305-201(44)

Rock Production
C. C. Meisel, Contractor
Frank Turpin, Resident Engineer

#4315

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
3/4"-0 Cr. Rock in Stockpile	1,708.74	Cu. Yd.	$1.78	$2.19	$ 3,044.97	$ 3,742.14
½"-¼" " " " "	4,373.26	" "	1.78	2.19	7,790.73	9,577.44
¼"-#10 " " " "	535.92	" "	1.78	2.19	955.01	1,173.66
¼"-0 " " " "	4,142.25	" "	1.78	2.19	7,379.07	9,071.53
					$19,169.78	$23,564.77

Gross Revenue	$23,564.77
Total Cost	19,169.78
Net Profit	$ 3,394.99

Net Profit Equals 14.4% of Gross Revenue

NOTED
State Highway Engineer

NOTED
State Highway Engineer

RECEIVED
FEB 16 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Contract #4315

Detail of Cost

Labor:		
Labor	$6,047.60	
Labor Insurance	604.76	$ 6,652.36
Equipment Rental & Misc. Supplies:		
Equipment Rental (Owned)	$6,464.00	
Gas, Oil & Grease	3,120.62	
Move In, Freight	601.94	
Bond	164.25	
P.L. & P.D. Insurance	141.40	
Misc. Supplies & Small Tools	151.83	
Home Office & General Overhead	706.94	
P.U.C.	81.00	11,431.98
Subcontract (Shooting Quarry)		1,085.44
Total Cost		$19,169.78

Contract #4315

Breakdown of Crushing Cost

Item	Quantity	Unit	Unit Cost	Total Cost
Shooting Quarry	10,760.17	Cu. Yd.	$0.111	$ 1,193.94
Move In & Set Up	"	" "	0.182	1,958.14
Load & Haul to Crusher	"	" "	0.224	2,407.68
Crushing	"	" "	0.804	8,651.22
Haul to Stockpile	"	" "	0.383	4,118.40
Stockpile	"	" "	0.078	840.40
			$1.782	$19,169.78

Contract #4315

Remarks:

This was a "State Project" calling for the crushing and stockpiling of approximately 10,000 cu. yds. of crushed rock for later use by the State in connection with maintenance operations on the Birkenfeld-Washington County Line Section of the Nehalem Highway in Columbia County.

The project was bid December 7th, 1954. The contractor started moving in March 23rd, 1955. Crushing 3/4"-0 started April 4th and was finished April 6th. Repairs on the plant was made and the contractor began crushing approximately 15,000 cu. yds. for the County. On May 29th crushing was continued on the State contract. All County and part of the State rock was shot by a previous contractor. A small coyote hole was required and was subcontracted. Inclement weather closed the plant down and contributed to a low production of 538 cu. yds. per day. A portion of the shooting and move in was prorated over County work. All equipment was owned by the contractor.

Good supervision and efficient operation contributed to a good profit.

Harry R. Sturgis

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 28, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4315	6-Final	C. C. Meisel	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19621	R-132936	$ 557.18	9/28/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1955

Time Extensions: None

Completion Date: July 8, 1955

Date Accepted: Aug. 11, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-29-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
By Floyd Query
Ass't. Secretary

Warrant Mailed: SEP 29 1955
Ruth Rawlings

NOTED ON CARD

RECEIVED
SEP 19 1955
FOR FILING

5 [illegible]

4315

September 16, 1955

CERTIFIED MAIL

Standard Accident Insurance Company
Detroit 32
Michigan

Gentlemen:

State Highway contract No. 4315 for work performed on the Birkenfeld-Washington County Line Section of the Nehalem Secondary Highway in Columbia County was completed by the contractor, C. C. Meisel, on July 8, 1955, and was formally accepted by the Highway Commission on August 11, 1955.

Final payment in the amount of $557.18 will be released to the contractor on or after September 26, 1955. The total contract amount is $23,564.77, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

do

cc: Standard Accident Insurance Company
J. S. Laird, Agent
Spalding Bldg.,
Portland 4, Oregon

B

RECEIVED
AUG 31 1955
FOR FILING

5-8305
4315

August 30, 1955

CERTIFIED MAIL

Standard Accident Insurance Co.
Detroit 32
Michigan

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. C. Meisel on contract No. 4315, for rock production on the Birkenfeld-Washington County Line Section of the Nehalem Highway in Columbia County.

This payment, in the amount of $1,322.74, will be released to the contractor on or after September 9, 1955. The retained percentage is $711.57.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Standard Accident Insurance Co.
J. S. Laird, Agent
Spalding Bldg.
Portland 4, Oregon

NOTED ON CARD

5 8305

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 16, 1955

Section Birkenfeld - Washington County Line

Kind of work Rock Production

Highway Nehalem

Section prefix 5-8305

Contractor C. C. Meisel

Contract number 4315

Date of contract December 7, 1954

Date of completion July 31, 1955

Date work started April 1, 1955

Estimated date of completion , 19

Project authorization $ 25,762.50

Exclusive of Engineering $ 23,930.50

Per cent of time elapsed 94 %

Estimated cost of completed project, exclusive of engineering $ 23,930.50

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 1832.00

Engineering cost to date $ 1000.00, 55 %

Date project was completed July 8, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed the work of removing the plant and cleaning up this site this week.

NOTED

NOTED
OSCAR CUTLER

RECEIVED
JUL 1 8 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

NOTED
FORREST COOPER

Signed Frank E. Turpin

Address Box 52, Clatskanie, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			10,000		
Estimated quantities moved or placed to date			10,208		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers 1 ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Showers		
Saturday			

RECEIVED
MAR [illegible] 1955
FOR FILING

5-8305

March 28, 1955

Crown Zellerbach Corporation
Public Service Building
Portland 4, Oregon

Attention: Mr. J. E. Frum

Gentlemen:

In accordance with the agreement entered into between the State Highway Commission and the Crown Zellerbach Corporation dated October 15, 1951, it will be necessary that our contractor produce approximately 10,000 cubic yards of maintenance agregate from the Oak Ranch Quarry.

This rock is to be used for maintenance on the Birkenfeld-Washington County Line section of the Nehalem Secondary Highway. Through an oversight we failed to notify you of our intentions at the time we took bids for this contract. Upon completion of the contract a prompt accounting will be made to you of the materials removed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc Mr. Forrest Cooper
Mr. J. D. Walker

RECEIVED
JAN 11 1955
FOR FILING

5-8305
4315

January 11, 1955

Mr. C. C. Meisel
Box 206
McMinnville, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4315, which was awarded to you on December 7 by the State Highway Commission, for rock production on the Birkenfeld-Washington County Line Section of the Nehalem Highway in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
DEC 10 1954
FOR FILING

5-8305
4[illegible]

December 9, 1954

Mr. C. C. Meisel
Box 58
McMinnville, Oregon

Dear Sir:

The State Highway Commission on December 7, 1954 awarded to you State Highway Contract No. 4315 for Birkenfeld-Washington County Line Rock Production Project on the Nehalem Highway north and south of Vernonia in Columbia County.

This award was based on your bid of $-1,900 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

S-109 (3) Prineville-Eagle Rock S c. 1954
4316 of the Paulina Hwy.

R. H. Baldock   July 16, 1956

FINAL COST ANALYSIS

Prineville-Eagle Rock Section   Paulina Secondary Highway
Contract #4316   Warren Northwest, Contractor   Prefix 107-1022
S-109 (3) Alfred Bates and Reid Meritt, Resident Engineers

NOTED

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Drainage Excav., Unclass.	938.2	Cu. Yd.	$ 4.00	$ 4.00	$ 3,752.80	$ 3,752.80
*Blade Grader	285.25	Hour	10.00	10.00	2,852.50	2,852.50
*Power Shovel	231.5	"	13.00	13.00	3,009.50	3,009.50
*Tractor & Dozer	216.5	"	15.00	15.00	3,247.50	3,247.50
*Tractor & Ripper	38.5	"	16.00	16.00	616.00	616.00
**Dump Trucks	680.75	"	5.25	5.25	3,573.94	3,573.94
*12" Corr. Metal Pipe	18	Lin. Ft.	3.00	3.00	54.00	54.00
*18" Corr. Metal Pipe	32	" "	5.00	5.00	160.00	160.00
*36" " " "	20	" "	12.00	12.00	240.00	240.00
*18" Concrete Pipe	1,164	" "	3.00	3.00	3,492.00	3,492.00
*24" " "	428	" "	3.80	3.80	1,626.40	1,626.40
*30" Concrete Pipe	106	" "	5.00	5.00	530.00	530.00
1½" Rock in Base	23,673	Cu. Yd.	1.60	1.59	37,740.07	37,876.80
3/4"-0 Rock in Baseand Shoulders	10,892	" "	2.00	1.91	20,791.68	21,784.00
***Sprinkling	2,793.47	M/Gal.	50 2.00	2.66	7,431.33	6,983.68
3/4"-0 Rock in Binder Course	1,020	Cu. Yd.	3.50	3.47	3,538.58	3,570.00
RC-3 Asphalt in Binder Course	164.69	Ton	40.00	40.66	6,696.46	6,587.60
Class "B" Asphaltic Concrete	29,013.09	"	4.70	4.95	143,671.90	136,361.52
PA #2, RS-1 Asphalt in Fog Coat	10.94	"	75.00	73.14	800.13	820.50
PA #3, RS-1 Asphalt in Pavement Seal	159.5	"	50.70	41.22	6,574.06	8,086.65
PA #3, ¼"-#10 Aggregate in Pavement Seal	882	Cu. Yd.	8.50	3.677	3,234.17	7,497.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #4, Purchase Excess 3/4"-0 in Stockpile	456	Cu. Yd.	$1.25	$1.13	$ 515.35	$ 570.00
PA #4, Purchase Excess ¼"-0 in Stockpile	328	"	1.25	1.13	374.78	410.00
					$254,523.15	$253,702.39

* Work done all or part by Anliker & Robinson.
** Work done all or part by Lee Morgan.
*** Work done all or part by W. A. Anderson.

Total Cost	$254,523.15
Gross Revenue	253,702.39
Net Loss	$ 820.76

Net Loss Equals 0.32% of Gross Revenue

Detail of Cost
Contract #4316

Labor:		
Labor and Supervision	$53,189.32	
Labor Insurance	4,101.86	
Health & Welfare	1,141.08	
		$ 58,432.26
Materials:		
86-100 Asphalt 1,650.87 Tons at $30.14 Incl. Frt.	$49,767.37	
RS-1 Asphalt 170.44 " " 32.74 " "	5,578.51	
RC-3 " 164.69 " " 33.20 " "	5,467.70	
		60,813.58
Equipment Rentals & Misc. Expense:		
Equipment Rentals (Owned)	$56,541.32	
Hired Trucks, Fully-operated	19,143.31	
Gas, Oil & Grease	9,030.75	
Powder & Caps	5,725.10	
Heating Oil	3,469.27	
P.L. & P.D. Insurance	609.87	
Small Tools & Misc. Supplies	2,261.74	
Bond	1,522.67	
Home Office & General Overhead	6,387.30	
		104,691.33
Paid to Anliker & Robins		19,580.71
Paid to Lee Morgan		3,573.94
Paid to W. A. Anderson		7,431.33
Total Cost		$254,523.15

Breakdown of Crushing Cost

	Cost	Cu. Yd.	Unit Cost
Move In & Set Up	$ 4,874.24	60,265	$0.081
Drill & Shoot	9,410.64	"	0.156
Haul to Crusher	13,136.79	"	0.217
Crushing	28,296.63	"	0.467
Stockpile at Plant	2,886.79	"	0.048
	$58,605.09	60,265	$0.971

Breakdown of Class "B" Asphaltic Concrete

	Cost	Tons	Unit Cost
Move In & Set Up	$ 4,658.90	29,013.09	$0.161
Feed Aggregates to Plant	6,545.30	"	0.225
Heat & Mix	22,739.64	"	0.783
Haul to Street	17,313.54	"	0.596
Street Work & Flagging	17,417.65	"	0.60
Cost of Aggregates	24,234.15	"	0.835
Cost of Asphalt Incl. Freight	50,762.72	"	1.749
	$143,671.90	29,013.09	$4.949

Remarks:

This was a "Federal Aid Secondary Project" calling for the construction of 8.5 miles of grade widening, 8.5 miles of rock base and construction of 14.96 miles of asphaltic concrete pavement. This project was bid December 7th, 1954 and completed September 10th, 1955.

All items from 1 - 14 incl. were sublet to Anliker & Robinson at bid prices. Item 17 (sprinkling) was sublet to W. A. Anderson part at $2.25, $2.50 and $2.75 per M/Gal.

On June 16th, 1955 the contractor started moving a 3-crusher plant into the quarry located 0.7 mile southwesterly from M.P. 7.03. The crusher was fed with 3/4 cu. yd. shovel and two 6 cu. yd. Dumptors. All crushed materials were stockpiled at the plant. The crushing plant started working three shifts per day 6 days a week. Due to expensive breakdowns of crushing equipment, only two shifts were worked after the first week. A belt feeder with tunnel was used in loading out all base and 3/4"-0 rock. DW-20's and hired trucks hauled all crushed materials to the road. All crushed materials were handled on the road with two #12 cat blades and two 10-ton rollers.

On July 5th, 1955 the contractor started moving in a 4,000-lb. batch paving plant adjacent to the stockpile at the quarry. Paving was started August 4th, 1955 and completed August 31st, 1955. Considerable trouble was encountered trying to get a proper mix using 120-150 asphalt. Later they changed back to 85-100 asphalt. This helped to iron out some of the difficulties. All plant mix was hauled to the road in hired trucks and handled on the road by a Barber-Greene paver, two rollers and a crew of 5 men.

Due to low bid prices and expensive breakdowns, the contractor suffered a small loss from this project.

Forrest Cooper
Chief Cost Analyst

By . . K. T. Wechter

S-119 (3)

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 8, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4316	8-Final	Warren Northwest, Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24641	R-138064	$ 7,561.80	12/8/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1955

Time Extensions: none

Completion Date: Sept. 10, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-9-55

To the Accounting Division:

Release of the above warrant is hereby authorized

HBGlaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: DEC 9

Ruth Rawlings

NOTED ON CARD

RECEIVED
NOV 17 1955
FOR FILING

[illegible]
4316

November 17, 1955

CERTIFIED MAIL

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4316 for work performed on the Prineville-Eagle Rock Section of the Paulina Highway in Crook County was completed by the contractor, Warren Northwest, Inc., on September 10 and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $7,561.80 will be released to the contractor on or after November 28, 1955. The total contract amount is $253,702.39 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Robt. E. Wallace, Mgr.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

ENT

RECEIVED
OCT 14 1955
FOR FILING

S-100 (b)
4316

October 14, 1955

CERTIFIED MAIL

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc. in connection with contract No. 4316, covering the Prineville-Eagle Rock Section of the Paulina Highway in Crook County. This payment, in the amount of $34,128.33, will be released to the contractor on or after October 24, 1955. The retained percentage is $7,612.60.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Robt. E. Wallace, Mgr.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

8-149(7)

Form E-1—1086

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 17, 1955

Section Prineville-Eagle Rock

Kind of work Grade Widening & Paving

Highway Paulina Secondary

Section prefix 107-1022

Contractor Warren Northwest, Inc.

Contract number 4316

Date of contract December 7, 1954

Date of completion September 30, 1955

Date work started March 18, 1955

Estimated date of completion September 15, 1955

Project authorization $290,777.63

Exclusive of Engineering $270,100.11

Per cent of time elapsed 99 %

Estimated cost of completed project, exclusive of engineering $267,594.72

Per cent of contract completed, based on total contract price 99 %

Engineering authorization $ 20,677.52

Engineering cost to date $18,220.02, 88 %

Date project was completed September 16, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor has spent the week shaping shoulders and driveways, and cleaning up the crusher site.

NOTED

CORRES

NOTED
L. H. Young

NOTED
W. T. WRIGHT

RECEIVED
SEP 19 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

Signed Alfred M. Bate

Address Resident Engineer

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77000

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	14.96	8.50			14.96
Miles partially completed					
Miles completed	14.96	8.50			14.96
Total estimated quantities	14.96miles	39,700			30,500
Estimated quantities moved or placed to date		35,700			29,013
Average daily quantities					
Average daily quantities necessary to complete project on time	complete	complete			complete
Number shifts per day					1
Hours per shift					8
Average force on project for week					3

Percentages of men employed on contract to be secured from: .... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1........., Rollers 1........., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	Cloudy		
Wednesday	"		
Thursday	Cloudy Rain		
Friday	Cloudy		
Saturday	"		

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SEP 14 1955
FOR FILING

S-109(3)
4316

September 13, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 10, 1955 on Contract No. 4316, Prineville-Eagle Rock Section, in Crook County, in connection with Federal Aid Project No. S-109(3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

[illegible]

cc: John Cattrell

36

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Crook
Project No. S-109(3)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 20th day of June, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 18th day of November, 1954, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 14.964 miles of grade widening and 2-lane high type pavement
(Character of work)

between FAS 403 in T. 16 S., R. 17 E., W.M., and F.A. Route 5 approximately 0.3 miles east of Prineville,
(Control points)
consisting of 14.957 miles of roadway and one (Number) bridges totaling 0.007 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of one hundred eighty-two thousand and 00/100 dollars ($182,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is two hundred ninety-four thousand, eight hundred forty-six and 20/100 dollars ($294,846.20).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITHNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler
Chairman, State Highway Commission
(Title)

By Chas H Reynolds
Member, State Highway Commission
(Title)

By M K McIver
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer, Bureau of Public Roads

—32551

RECEIVED
JUN 16 1955
DIVISION 8

JUN 22 1955

Oregon State Highway Department

Federal Aid Secondary
Project No. S-109 (3)

PRINEVILLE-EAGLE ROCK SECTION OF THE PAULINA HIGHWAY IN CROOK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 21, 1955

Type Code 6201
Roadway (Sta. -1+04 to Sta. 738+95.1)(Contract No. 4316)

960 cu. yds.	Drainage Excavation, Unclassified	$ 4.00	$ 3,840.00
600 hours	Blade Grader	10.00	6,000.00
300 hours	Power Shovel	13.00	3,900.00
300 hours	Tractor and Dozer	15.00	4,500.00
200 hours	Tractor and Scraper	18.00	3,600.00
50 hours	Tractor and Ripper	16.00	800.00
900 hours	Dump Trucks	5.25	4,725.00
30 lin. ft.	12-Inch Corrugated Metal Pipe	3.00	90.00
32 lin. ft.	18-Inch Corrugated Metal Pipe	5.00	160.00
10 lin. ft.	24-Inch Corrugated Metal Pipe	8.00	80.00
20 lin. ft.	36-Inch Corrugated Metal Pipe	12.00	240.00
1,160 lin. ft.	18-Inch Concrete Pipe	3.00	3,480.00
430 lin. ft.	24-Inch Concrete Pipe	3.80	1,634.00
70 lin. ft.	30-Inch Concrete Pipe	5.00	350.00
27,400 Cu. yds.	1½" - 0 Rock in Base	1.60	43,840.00
12,300 cu. yds.	3/4" - 0 Rock in Base and Shoulders	2.00	24,600.00
1,000 M-gal.	Sprinkling	2.50	2,500.00
1,080 cu. yds.	3/4" - 0 Rock in Binder Course	3.50	3,780.00
175 tons	RC-3 Asphalt in Binder Course	40.00	7,000.00
30,500 tons	Class "B" Asphaltic Concrete	4.70	143,350.00
	Subtotal		$258,469.00
	10% Engr. & Cont.		25,846.90
	Total		$284,315.90

Type Code X021
Ochoco Creek Bridge Widening (Sta. 5+65 to Sta. 6+01)(Contract No. 4335)

All Required	Alter Existing Bridge	$	$ 500.00
120 cu. yds.	Structural Excavation	7.00	840.00
10 cu. yds.	Excavation Below Elevation Shown	20.00	200.00
90 cu. yds.	Class "A" Concrete	60.00	5,400.00
13,000 lbs.	Metal Reinforcement	0.125	1,625.00
84 lin. ft.	Metal Rail	12.00	1,008.00
	Subtotal		$ 9,573.00
	10% Engr. & Cont.		957.30
	Total		$ 10,530.30

Length of Roadway	14.957 Miles
Length of Structure	0.007 Mile
Total Length	14.964 Miles
Cost of Roadway Per Mile	$19,008.88

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$284,315.90	$175,500.00	$108,815.90
Bridge Widening	10,530.30	6,500.00	4,030.30
	$294,846.20	$182,000.00	$112,846.20

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds For Maint.: Chap. 529, Laws 1939.

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MAR 25 1955
FOR FILING

S-109(3)
4316

March 24, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 18, 1955, on Contract No. 4316, Prineville-Eagle Rock Section, in Crook County, in connection with Federal Aid Project No. S-109 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:ia

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JAN 31 1955
FOR FILING

FORM E30—8OM—4-54—74386

S-109(3)

4316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 20, 1955

SUBJECT:

NO
W. C. WILLIAMS

To: Mr. W. E. Chandler
Division Engineer
State Highway Dept.
P. O. Box 151
Bend, Oregon

Dear Sir:

The subcontract between Warren Northwest Inc. and Anliker & Robinson, covering Items 1, 2, 4, 5, 6, and 8 to 14, inclusive, on the Prineville-Eagle Rock Contract No. 4316, Oregon S-109(3), is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:jv

cc: W. C. Williams
2 - C. G. Polk

Encl.

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JAN 11 1955
FOR FILING

5-109 (3).
4316

F

January 11, 1955

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4316, covering the Prineville-Eagle Rock Section of the Paulina Highway in Crook County, awarded December 7, 1954.

Contract No. 4330, covering the Crow-Gillespie Corner Section of the Territorial Highway in Lane County, awarded December 20, 1954.

A copy of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
DEC 10 1954
FOR FILING

S - 107(3)
4516

December 9, 1954

Warren Northwest, Inc.
9860 N. E. Hancock Drive
Portland, Oregon

Gentlemen:

The State Highway Commission on December 7, 1954 awarded to you State Highway Contract No. 4516 for regrading and paving on the Prineville-Eagle Rock Section of the Paulina Highway in Crook County.

This award was based on your bid of $258,469 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

P E

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NOV 29 1954
FOR FILING
Coast
Fed Aid
Prog Pro
(S-109(3)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

November 24, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your November 10, 1954 request for individual project program change, Item 288, Project S-109(3) Federal-aid Secondary Highway Program, Supplement No. 27, was approved by Division Engineer's endorsement of November 18, 1954. This letter will confirm our previous verbal notification relative this matter.

The project cost will now read $330,000, Federal funds $198,000, State funds $132,000, length 15.00 miles, character of proposed work grade and widen 2-lane high type pavement with bridge widening. The termini Jct. FA Rt. 5 to approximately 1.5 mile northwest Jct. FAS Route 403.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

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OREGON
[illegible] COMMISSION

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By Deputy State Highway Engineer

/ S-109(3)
4316
[illegible]2-1030

REGON STATE HIGHWAY DEPARTMEN
CONSTRUCTION DIVISION
Geology And Soils Section
Project Base Design

Section	Prineville-Eagle Rock Highway		Paulina Sec.	ADT Trucks	—
County	Crook	Prefix 37-1417	Date 11/8/54	Res. Engr.	A. W. Bates
Length of Project	15 Miles.	Station	M.P. 0+00 ±	To Station	M. P. 15±

DETAIL OF BASE COURSES AND WEARING SURFACE, in inches

Station to Station	Equivalent Surfacing In Place On Road	Select Subgrade Material	Topping Material	Base Material	Leveling Course	Wearing Surface	Total Base etc. and Wear. Surface	Design Classif. of Traffic
M. P. to M. P.								
00 to 5.5	11					3"	14	Heavy
5.5 to 9.0	6.5			5"	1½	3"	16	
9.0 to 10.5	7.0			9"	1½	3"	20.5	
10.5 to 14.0	6.5			3"	1½	3"	14	
14.0 to 15.0	10½					3"	14	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	% Pass. 40 Screen	% Abrasion Loss	% Sodium Sulphate Loss	Asphalt Stripping	L.L.	P.I.	To be used for
M. P. 7.03 to M. P. 702	274633	-	Cr. Rock 3/4-0	17.9				24	0	
0.7 Mile west, Paulina Sec. Highway	272513		1½-0	5.3				23	0	

REMARKS

cc Deputy State Highway Engineer ✓
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by
Soils Engineer

Recommended by
Construction Engineer

Recommended by G.W. Harra
Engineer of Materials

Approved by
Deputy State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
Geology And Soils Section
Summary of Base Design Data

Section: Prineville-Eagle Rock
Highway: Paulina Sec.
County: Crook
Traffic ADT Trucks:
Total:
Design Classif.: Heavy
Res. Eng'r.: A. W. Bates
Length of Project: 15±
Miles, Station: M.P. 0+00 To Station: 15±
Prefix: 37-1417

STATION	Rt.	℄	Lt.	Depth of Sample	% Pass 200 Screen	L.L.	P.I.	"R" Value	% Silt.	Base and Wearing Surface Inches	Safety Factor Inches	Total Base and Wear. Surf. Inches	Remarks
M. P. 1±				0.4-1.0	60	26	3	58	34	12	2	14	Heavy
" 4±	10'			0.65-2.65	36	30	0	79	22	12	2	14	"
" 6±	8'			.35-2.0	53	34	15	33	26	13.5	2.5	16	"
" 7±	10'			.25-1.5	38	35	17	31	21	12.5	2.5	15	"
" 8.5±	10'			.35-2.35	79	40	20	25	30	17	3.5	20.5	"
" 10±	10'			0.5-1.5	60	35	13	32	30	14.5	3	17.5	"
" 11±	10'			.4-1.9	34	37	10	42	19	12	2	14	"
" 12	10'			0.35	41	33	14	34	21	12	2	14	"
" 13	8'			.35-1.35	61	43	15	44	28	12	2	14	"
" 14	8'			.4-2.4	38	31	0	63	22	12	2	14	"

8-3321 Humbug State Park Expansion 1954

4317

RECEIVED
MAR 28 1956
FOR FILING

8-3321
4317

Lewis

March 13, 1956

Royal Indemnity Company
150 William Street
New York 38, New York

Attention: Mr. A. A. Baccardax

Gentlemen:

We have your letter of March 6 concerning referral of a claim against Contract No. 4317 awarded to Coastal Equipment & Repair Company to your Pacific Coast Department in San Francisco.

On the advice of our Legal Counsel, a policy has been maintained in this office that we write to the Home Office of the Surety concerning claims against contracts unless we have a statement from the Home Office that the letter should be directed to some branch office. In the case of the Royal Indemnity Company we have not received such advice although a letter was written sometime ago requesting it.

We will be pleased to forward our letters to your Pacific Coast Department in all matters pertaining to bonds on our contracts. However, we would like to have a statement from your office concerning that matter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

[illegible]

RECEIVED
MAR 12 1956
FOR FILING

8-3321
4317

March 9, 1956

Royal Indemnity Company
201 Sansome Street
San Francisco 20
California

ATTENTION: C. D. Huff

Dear Sir:

No claims have come to our attention pertaining to contract #4317 awarded to the Coastal Equipment & Repair Company subsequent to the claim of Tillman-Booth Company concerning which we wrote to you on November 1, 1955.

This is in response to your letter of March 7 requesting information concerning claims against this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

ROYAL ~ LIVERPOOL INSURANCE GROUP

201 Sansome Street San Francisco 20, Calif.

REPLY TO Pacific Bonding Claims
DEPARTMENT

March 7, 1956

State of Oregon
State Highway Department
Salem, Oregon

Attention: H. B. Glaisyer,
Secretary

4317

Re:
R715-50491 Bond 131752
Principal: Coastal Equipment & Repair Company
Obligee: Highway Department-State of Oregon

Gentlemen:

Thank you for your progress report dated February 17, 1956. This Company will deem it a great favor if you will advise if there have been any further complaints of creditors who have unpaid bills against The Coastal Equipment & Repair Company, which have come to your attention.

Your cooperation is appreciated.

Yours very truly,

ROYAL INDEMNITY COMPANY

C. D. Huff

C. D. Huff,
Pacific Bonding Claims

CDH/jk

REFERRED TO
BY SECRETARY

RECEIVED
MAR 9 1956
OREGON
STATE HIGHWAY COMMISSION

ROYAL INSURANCE COMPANY, LIMITED • ROYAL INDEMNITY COMPANY • AMERICAN & FOREIGN INSURANCE COMPANY • THE BRITISH & FOREIGN MARINE INSURANCE CO., LTD. • NEWARK INSURANCE COMPANY • QUEEN INSURANCE COMPANY OF AMERICA

THE LIVERPOOL & LONDON & GLOBE INSURANCE CO. LIMITED • GLOBE INDEMNITY COMPANY • STAR INSURANCE COMPANY OF AMERICA • THAMES & MERSEY MARINE INSURANCE COMPANY, LTD. • VIRGINIA FIRE & MARINE INSURANCE COMPANY

RECEIVED
MAR 9 - 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 6, 1956

8-3321

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4317	4-Final	Coastal Equipment & Repair Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3568	R-144408	$ 1,100.80	3/6/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: June 30, 1955

Time Extensions: None

Completion Date: June 27, 1955

Date Accepted: March 1, 1956

Penalties: None of record

Claims: [redacted] There is a claim on record in sum of $1,736.45

Remarks:

Date: 3-8-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

NOTED ON CARD
gl

RECEIVED
FEB 23 1956
FOR FILING

9-3321
4317

February 23, 1956

Oregon State Highway Commission

Gentlemen:

Due to the necessity of installing more culvert pipe than originally anticipated, the project authorization for the Humbug Mountain Park Camp Extension, Contract No. 4317, will be overrun in the amount of approximately $1,600.

This matter will be on the agenda, and it is respectfully requested that you authorize increased project authorization in the amount of $1,600 on the above-named contract, No. 4317.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. G. S. Paxson
Mr. C. H. Armstrong
Mr. C. H. Maison

WCM:me fn

RECEIVED
FEB 28 1956
FOR FILING

8-3321
4317

February 27, 1956

CERTIFIED MAIL

Royal Indemnity Co.
150 William St.
New York 8, N. Y.

Dear Sir:

State Highway Contract No. 4317 for expansion of Humbug Mountain State Park Camping Area in Curry County was completed by the contractor, Coastal Equipment & Repair Co., on June 27, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,100.80 will be released to the contractor after acceptance by the Commission. The total contract amount is $9,467.68 and no force account work was performed on the project.

There is a claim filed against this project by Tillman-Booth Company for materials furnished in the sum of $1,736.45, of which you have been previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Nasburg Insurance Agency
146 Central
Coos Bay, Oregon

NOTED ON CARD

file

RECEIVED
DEC 15 1955
FOR FILING

8-3321
4317

ROYAL-LIVERPOOL INSURANCE GROUP

ROYAL LIVERPOOL INSURANCE GROUP

201 Sansome Street
San Francisco 20, Calif.

REPLY TO Pacific Bonding Claims
DEPARTMENT

December 8, 1955

State of Oregon
State Highway Department
Salem, Oregon

Attention: H. B. Glaisyer,
Secretary

Re: Bond 131752
Principal: Costal Equipment & Repair
Obligee: State of Oregon

Contract No. 4317

Info mailed 12-14-55

Gentlemen:

Referring to yours of November 18, wherein you state the claim of Tillman-Booth Co., in the amount of $1,736.45, against contract #4317, has been paid in full.

We are enclosing a progress report which we ask that you kindly complete and furnish us with the prescribed information. Your cooperation is appreciated.

Yours very truly,

ROYAL INDEMNITY COMPANY

C. Huff

C. D. Huff,
Pacific Bonding Claims

CDH/jk
Encls.
cc-Nasburg Ins. Agency
146 Central
Coos Bay, Oregon

RECEIVED
DEC 9 1955
OREGON
STATE HIGHWAY COMMISSION

ROYAL INSURANCE COMPANY, LIMITED • ROYAL INDEMNITY COMPANY • AMERICAN & FOREIGN INSURANCE COMPANY • THE BRITISH & FOREIGN MARINE INSURANCE CO., LTD. • NEWARK INSURANCE COMPANY • QUEEN INSURANCE COMPANY OF AMERICA
THE LIVERPOOL & LONDON & GLOBE INSURANCE CO. LIMITED • GLOBE INDEMNITY COMPANY • STAR INSURANCE COMPANY OF AMERICA • THAMES & MERSEY MARINE INSURANCE COMPANY, LTD. • VIRGINIA FIRE & MARINE INSURANCE COMPANY

files

RECEIVED
NOV 29 1955
FOR FILING
8-3321
4317

[illegible]L COMMUNICATIONS TO THE COMPANY NOT TO I[illegible]UALS

ROYAL INDEMNITY COMPANY
150 WILLIAM STREET
NEW YORK 8

TELEPHONE: RECTOR 2-8400

November 25, 1955

State of Oregon
State Highway Department
Salem, Oregon

Attention: H. B. Glaisyer,
Secretary

RE: Contract No. 4317

Gentlemen:

We acknowledge receipt of your letter of November 18th reporting that Tillman-Booth Co. have received payment of their bill in the sum of $1736.45.

We are referring your correspondence to our Pacific Coast Department.

Very truly yours,

William E. Reilly
Claims Adjuster

WER:AD

cc: Pacific Loss& Claims Dept.
Mr. Brady

NOTED
FLOYD QUERY

NOTED
H. B. GLAISYER

RECEIVED

Lewis 6

RECEIVED
NOV 21 1955
FOR FILING

8-3321
4317

November 18, 1955

Royal Indemnity Company
150 William Street
New York 8, New York

Gentlemen:

A letter has been received from Tillman-Booth Co. in which they state that their claim in the amount of $1,736.45 against Contract No. 4317 has been paid in full. This contract was awarded to Coastal Equipment & Repair Company for expansion of the camping area in Humbug Mountain State Park. The claim was filed in this office and we advised you of the filing on October 12, 1955.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Coastal Equipment & Repair Co.
Box 336
Empire, Oregon

Hasburg Insurance Agency
146 Central
Coos Bay, Oregon

Evans

RECEIVED
NOV 21 1955
FOR FILING

8-3321
4317

November 18, 1955

Tillman-Booth Co.
215 West 5th Avenue
Eugene, Oregon

Attention: Mr. Donald L. Hocking
Office Manager

Gentlemen:

Thank you for your letter of November 15 in which you advise that your claim of $1,736.45 against our Contract No. 4317 has been paid in full. We will notify the Surety and the contractor that your letter has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

PHILIP TILLMAN
ROBERT P. BOOTH

TILLMAN-BOOTH CO.

Wholesalers - Distributors   Plumbing - Heating Supplies
215 West 5th Avenue
EUGENE, OREGON
Postoffice Box 1148
Dial 5-3301

November 15, 1955

Oregon State Highway Department
Salem
Oregon

Attention: Mr. H. B. Glaisyer ✓
Secretary

Gentlemen:

This is to inform you that Harold Grappe, who was a subcontractor to Coast Construction Company at Empire, Oregon, has paid to us $1736.45 covering materials supplied by us to the Johnston Plumbing Company, who in turn was a subcontractor to the Harold Grappe Construction Company.

We, therefore, relinquish all claims, liens, or attachments against the Humbug State Park Job, which was State Highway Contract 4317.

Sincerely,

TILLMAN-BOOTH CO.

Donald L. Hocking
Donald L. Hocking
Office Manager

DLH:cb

RECEIVED
[illegible]
SALEM
STATE [illegible]

[illegible]

ENAMELWARE - BATHROOM SPECIALTIES - BRASS GOODS - PIPE - VALVES - FITTINGS - HEATING AND AIR CONDITIONING EQUIPMENT

file

RECEIVED
NOV 21 1955
FOR FILING
8-3-3-21
4317

ROYAL INDEMNITY COMPANY
A NEW YORK STOCK CORPORATION
150 WILLIAM STREET
NEW YORK 38, N.Y.

November 16, 1955

Oregon State Highway Department
Salem, Oregon

NOTED
FLOYD QUERY

REPLY TO
Claims Bonding
DEPARTMENT

Re: Your Contract 4317
Tillman-Booth vs.
Coastal Equipment & Repair Co.

Gentlemen:

We acknowledge receipt of your letter of November 9th with its enclosures reporting that Tillman-Booth Company has a claim against the Coastal Equipment & Repair Company in the sum of $1736.45 for plumbing materials furnished in construction of the camping area in the Humbug Mountain State Park, Your Contract No. 4317.

We are referring this matter to Mr. Brady our Claims Manager in the Pacific Coast Department.

Very truly yours,

William E. Reilly
By
(B.D)

William E. Reilly
Claims Adjuster

WER:AD

RECEIVED
NOV [illegible] 1955
SALEM
STATE HIGHWAY COMMISSION

RECEIVED
NOV 15 1955
FOR FILING

8-3361
4317

Mrs Lewis

November 9, 1955

Royal Indemnity Company
150 William Street
New York 8, New York

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Tillman-Booth Company against Coastal Equipment & Repair Co., in the amount of $1,736.45, for plumbing materials furnished in construction of the camping area in the Humbug Mountain State Park, our Contract No. 4317.

We provide this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc Coastal Equipment & Repair Co.
Box 336
Empire, Oregon

Hasburg Insurance Agency
146 Central
Coos Bay, Oregon

NOTICE

To: Earl T. Newbry
Secretary of State
Salem, Oregon

Notice hereby is given that the undersigned, C. Philip Tillman and Robert P. Booth, as partners, doing business under the name of TILLMAN-BOOTH COMPANY whose office is at 215 West 5th Avenue, Eugene, Oregon, have a claim for plumbing materials furnished in the sum of $1,736.45 against the bond taken from Coastal Equipment and Repair Company, as Principal, and Royal Indemnity Company, as Surety, for the work of expansion of camping area in Humbug State Park in Curry County, Oregon, State Highway Contract No. 4317.

C. Philip Tillman and Robert P.
Booth, partners, doing business
as TILLMAN-BOOTH COMPANY

By C. Philip Tillman
Partner

RECEIVED
NOV 15 1955
FOR FILING

8-3321
4317

Mrs Lewis

November 9, 1955

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens
Records Division

Dear Sir:

Thank you for your letter of November 1 which had attached to it three copies of a claim filed with your office by Tillman-Booth Company against Coastal Equipment & Repair Co., in the amount of $1,736.45. This claim pertains to our Contract No. 4317 and bears your file No. 3529.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Nov. 1, 1955

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of today notice of claim by Tillman-Booth Company for materials furnished in the sum of $1,736.45, Oregon State Highway Contract No. 4317, our file No. 3529.

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo C Stephens
Clerk
Records Division

NF:M
Enc.

[illegible] ON CARD

E. R. BRYSON
RICHARD BRYSON

BRYSON & BRYSON
LAW OFFICES
~~101-106 EUGENE MEDICAL CENTER~~
PHONE 5-4331
222 EUGENE LEGAL CENTER
858 PEARL STREET

EUGENE, OREGON

October 28, 1955

Honorable Earl T. Newbry
Secretary of State
Salem, Oregon

Dear Sir:

Enclosed herewith please find Notice of Claim by C. Philip Tillman and Robert P. Booth, as partners, doing business as Tillman-Booth Company, against the bond taken from Coastal Equipment and Repair Company and Royal Indemnity Company on the Humbug State Park job in Curry County, State Highway Contract No. 4317. This notice is sent pursuant to ORS 279.526. Our client furnished plumbing materials for the prosecution of the work on that job in the sum of $1,736.45, none of which has been paid. As the entire sum has been owing since January 21, 1955, we believe our client is entitled to interest from that date at the rate of six per cent per annum.

We enclose a carbon copy of the notice with the request that you sign and date the acknowledgment of receipt of the notice and return the copy to us.

We are also sending a copy of this notice and of this letter to the State Highway Department.

Very truly yours,

BRYSON & BRYSON

By Philip Tillman

RB/mjs
enc.

REFERRED TO
BY SECRETARY

COPY

NOTICE

To: Earl T. Newbry
Secretary of State
Salem, Oregon

Notice hereby is given that the undersigned, C. Philip Tillman and Robert P. Booth, as partners, doing business under the name of TILLMAN-BOOTH COMPANY whose office is at 215 West 5th Avenue, Eugene, Oregon, have a claim for plumbing materials furnished in the sum of $1,736.45 against the bond taken from Coastal Equipment and Repair Company, as Principal, and Royal Indemnity Company, as Surety, for the work of expansion of camping area in Humbug State Park in Curry County, Oregon, State Highway Contract No. 4317.

C. Philip Tillman and Robert P.
Booth, partners, doing business
as TILLMAN-BOOTH COMPANY

By Philip Tillman
Partner

File no. 3529

FILED
NOV 1 1955
EARL T. NEWBRY
SECRETARY OF STATE

RECEIVED
NOV 10 1955
FOR FILING

7-3-21

4317

November 9, 1955

Royal Indemnity Company
809 Wilcox Building
Portland 4, Oregon

Attention: Mr. D. R. St. John
Claims Manager

Gentlemen:

In our letter of October 12 reference was made to Contract No. 4317 awarded to Coastal Equipment and Repair Company for expansion of the camping area in Humbug Mountain State Park in Curry County. The claim of Tillman-Booth Co. was against Johnston Plumbing Company, a subcontractor of Harold Grappe Construction Company, which, in turn, was a subcontractor to Coastal Equipment and Repair Company, so their letter states. The bond in which we are concerned, if the claim pertains to them, is the one furnished by Coastal Equipment and Repair Company inasmuch as the State does not recognize subcontractors on a contract but looks to the principal contractor for satisfactory completion of the project and the payment of bills incurred in it.

We do not have a copy of the bond furnished to Coastal Equipment and Repair Company but it was furnished by Masburg Insurance Agency, 146 Central, Coos Bay, Oregon.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

ROYAL ~ LIVERPOOL INSURANCE GROUP

PORTLAND REGIONAL OFFICE
809 WILCOX BUILDING
PHONE: BEACON 3131
PORTLAND 4, OREGON

ROYAL LIVERPOOL INSURANCE GROUP

November 3, 1955

Oregon State Highway Department
Salem, Oregon

Attention: H. B. Glaisyer, Secretary ✓

Re: Principal: Johnston Plumbing Company
Obligee: City of Coos Bay, Oregon
Work Project-Curry County
Humbug State Park

Dear Mr. Glaisyer:

In regard to your letter of 10-12-55 we can find no copy on record of any current performance bond for above principal.

We had a bond but it expired on 1-28-54 and it was a Master Plumber's License Bond.

→ If you have a copy of the bond on file, please send us a photostat.

Very truly yours,

D. R. St. John

D. R. St. John
Claims Manager

DRSt.J:lk

REFERRED TO
File
BY SECRETARY

RECEIVED
NOV 7 1955
OREGON
STATE HIGHWAY COMMISSION

ROYAL INSURANCE COMPANY, LIMITED • ROYAL INDEMNITY COMPANY • AMERICAN & FOREIGN INSURANCE COMPANY • THE BRITISH & FOREIGN MARINE INSURANCE CO., LTD. • NEWARK INSURANCE COMPANY • QUEEN INSURANCE COMPANY OF AMERICA

THE LIVERPOOL & LONDON & GLOBE INSURANCE CO. LIMITED • GLOBE INDEMNITY COMPANY • STAR INSURANCE COMPANY OF AMERICA • THAMES & MERSEY MARINE INSURANCE COMPANY, LTD. • VIRGINIA FIRE & MARINE INSURANCE COMPANY

RECEIVED
OCT 14 1955
FOR FILING

8-3361
4317

Mrs. Lewis

October 12, 1955

Tillman-Booth Company
215 West 5th Avenue
Eugene, Oregon

Gentlemen:

This will acknowledge your communication of October 7, 1955, informing us your company has not received payment for plumbing materials supplied to Johnston Plumbing Company, in the amount of $1,736.45. You mentioned this company was a subcontractor of Harold Grappe Construction Company, who in turn was a subcontractor of Coast Construction Company of Empire, Oregon.

Our records indicate these materials were furnished on State Highway Contract #4317, in Curry County, for expansion of camping area in Humbug State Park, the contractor being the Coastal Equipment and Repair Company. Our Bridge Division informs us this project has not been completed.

The State does not recognize subcontractors on projects, but looks to the prime contractor and bonding company for satisfactory completion of the contract and payment of bills incurred.

The Royal Indemnity Company, Wilcox Building, Portland, Oregon furnished the performance bond for this contract.

Should you wish to protect your claim for a period longer than six months after the completion of the contract and acceptance by the commission, it is suggested that you file your claim with the Secretary of State. For your guidance in preparing this filing, we are attaching an excerpt from the Oregon Laws which outlines the necessary procedure; however, the claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer,
Secretary

NOTED ON CARD

CWH:lt
Attachment

REFERRED TO
Chief
BY SECRETARY

[illegible]

~~208~~
~~368~~

(see me)
#4317 - Curry Co
(Costal Equipment & Repair Co
Box 326
→ Expansion of Camping Area
OVER

ROBERT F. BOOTH

MAN-BOOTH Co.

salers - Distributors *Plumbing - Heating Supplies*
215 West 5th Avenue
EUGENE, OREGON
Dial 5-3301

October 7, 1955

REFERRED TO
C. H. MASON, Auditor

of Parks

Re: Humbug State Park Job

Gentlemen:

Our company supplied materials to Johnston Plumbing Company, who was a subcontractor of Harold Grappe Construction Company, who in turn was a subcontractor of Coast Construction Company of Empire, Oregon. We supplied plumbing materials on this job in the amount of $1736.45. We kept a very complete and separate record of these materials, all of which were purchased for the above job and as of yet have not received payment on the same.

We are, therefore, looking to your department to see that when payment of said funds is made that the above amount will be processed to us in payment of the plumbing materials.

We would appreciate hearing from you as to when payment will be made for this job and your advising us that you are cognizant that this amount is outstanding to us for plumbing materials.

Sincerely,

TILLMAN-BOOTH CO.

Donald L. Hocking
Donald L. Hocking
Office Manager

DLH:cb

D ON CARD

PHILIP TILLMAN ROBERT P. BOOTH

TILLMAN-BOOTH Co.

Wholesalers - Distributors Plumbing - Heating Supplies

Postoffice Box 1148
215 West 5th Avenue
EUGENE, OREGON
Dial 5-3301

October 7, 1955

REFERRED TO
C. H. MASON, Auditor

State Department of Parks
Salem
Oregon

Re: Humbug State Park Job

Gentlemen:

Our company supplied materials to Johnston Plumbing Company, who was a subcontractor of Harold Grappe Construction Company, who in turn was a subcontractor of Coast Construction Company of Empire, Oregon. We supplied plumbing materials on this job in the amount of $1736.45. We kept a very complete and separate record of these materials, all of which were purchased for the above job and as of yet have not received payment on the same.

We are, therefore, looking to your department to see that when payment of said funds is made that the above amount will be processed to us in payment of the plumbing materials.

We would appreciate hearing from you as to when payment will be made for this job and your advising us that you are cognizant that this amount is outstanding to us for plumbing materials.

Sincerely,

TILLMAN-BOOTH CO.

Donald L. Hocking
Donald L. Hocking
Office Manager

DLH:cb

ON CARD

ENAMELWARE - BATHROOM SPECIALTIES - BRASS GOODS - PIPE - VALVES - FITTINGS - HEATING AND AIR CONDITIONING EQUIPMENT

RECEIVED
OCT 11 1955
FOR FILING

7-3551
4317

Mrs Lewis

October 12, 1955

Royal Indemnity Company
Wilcox Building
Portland, Oregon

Gentlemen:

We have received a letter (photocopy attached) from Tillman-Booth Company, informing us that the Johnston Plumbing Company owes them the sum of $1,736.45 for plumbing materials supplied on State Highway Contract #4317, in Curry County, for expansion of the camping area in the Humbug State Park. The prime contractor for this project is the Coastal Equipment and Repair Company, Box 336, Empire, Oregon.

This information is furnished as your company appears as surety on the performance bond furnished with the above mentioned contract.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer,
Secretary

CWH:lt

Attachment

cc: Hasbury Insurance Agency
146 Central
Coos Bay, Oregon

Coastal Equipment Company
Box 336
Empire, Oregon

NOTED ON CARD
jf

1.

RECEIVED
AUG 26 1955
FOR FILING

8-3321
4317

August 25, 1955

Mr. Harold E.Grappe, Contractor
P. O. Box 656
Coos Bay, Oregon

Dear Sir:

Contract No. 4317, awarded to Coastal Equipment & Repair Co. for expansion of the camping area in Humbug Mountain State Park, has not yet been completed. Final payment cannot be paid until the job has been completed and accepted by the State Highway Commission.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

HAROLD H. GRAPPE
BUILDING CONTRACTOR
P. O. BOX 656 PHONE CO 7-7748
COOS BAY, OREGON

August 24, 1955

4317

Oregon State Highway Dept.
Salem,
Oregon

Re: Job No. 7675-A - Expansion of
Camping Area
Curry County, Oregon Coast Hwy.
Section - Humbug Mountain State
Park

Gentlemen:

As a subcontractor to the Coastal Equipment Company on Job No. 7675-A at Humbug Mountain State Park we should like to know if final payment has been made.

Very truly yours,

HAROLD H. GRAPPE, Contractor

Harold H. Grappe

Harold H. Grappe

HHG:wc
cc: Tillman Booth

RECEIVED
AUG 25 1955
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
[illegible]
BY SECRETARY
[illegible]

RECEIVED
JAN 11 1955
FOR FILING

8-3341
4317

January 11, 1955

Coastal Equipment & Repair Co.
Box 336
Empire, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4317, which was awarded to you on December 7, 1954 by the State Highway Commission, covering the expansion of Humbug Mountain State Park Camping Area on the Oregon Coast Highway in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
DEC 10 1954
FOR FILING

8-3321
4317

December 9, 1954

Coastal Equipment & Repair Co.
Box 556
Empire, Oregon

Gentlemen:

The State Highway Commission on December 7, 1954 awarded to you State Highway Contract No. 4317 for Humbug State Park Expansion on the Oregon Coast Highway south of Port Orford in Curry County.

This award was based on your bid of $7,594.30 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mn:

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

PPI-78 (18) Four Structures at 1954
Shady Point.
4318

RECEIVED
DEC 6 - 1955
FOR FILING

BF1-79(18)

OREGON STATE HIGHWAY DEPARTMENT

(date)
~~November 25, 1955~~

(CONTRACT NO.) 4318	(EST. NO.)	(CONTRACTOR)	
~~4318~~	~~9 Final~~	~~Tom Lillebo~~	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
~~23801~~	~~B 137165~~	$ ~~11,289.10~~	~~Nov. 25, 1955~~

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1955

Time Extensions: None

Completion Date: Oct. 3, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: XXXXX Dec. 3, 1955

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer

H. B. Glaisyer
Secretary

Warrant Mailed: Ruth Rawlings

RECEIVED
NOV 25 1955
FOR FILING

EF1-18 (1F)
4318

November 23, 1955

CERTIFIED MAIL

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4318 for work performed on four structures on the Leafy-Shady Section of the Pacific Highway in Douglas County was completed by the contractor, Tom Lillebo, on October 3 and was formally accepted by the Highway Commission on November 3, 1955.

Final payment in the amount of $11,289.10 will be released to the contractor on or after December 3, 1955. The total contract amount is $151,199.37 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD
gf

F

RECEIVED
JAN 11 1955
FOR FILING

BFI - 78 (18)
[illegible]

January 11, 1955

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

We enclose herewith for your files two fully executed copies of contracts which were awarded to you by the State Highway Commission on December 7, 1954, as follows:

Contract No. 4318, covering four structures at Shady Point on the Deady-Shady Section of the Pacific Highway in Douglas County.

Contract No. 4320, covering the Illahee Overcrossing structures on the Battle Creek Jct.-Jefferson Jct. Section of the Pacific Highway in Marion County.

A copy of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
DEC 10 1954
FOR FILING

BFI-78 (18)
4318

December 9, 1954

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission on December 7, 1954 awarded to you State Highway Contract No. 4318 for construction of four structures at Shady Point on new alignment of the Pacific Highway in Douglas County.

This award was based on your bid of $158,391 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

BFI-78(18
4318

December 7, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4318 for four structures on Oregon Project BFI-78(18), Fairgrounds-Shady Unit of the Pacific Highway in Douglas County to Tom Lillebo of Reedsport, Oregon, low bidder in the amount of $158,391.00 at the December 7, 1954 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
DEC 9 1954
OREGON
STATE HIGHWAY COMMISSION

File

RECEIVED
NOV 29 1954
FOR FILING

Const
Fed Aid
Prog Pri
CFI-78(18)

Mr. [illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

November 24, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your November 15, 1954 request for individual project program change, Item 61, Project BFI-78(18), Federal-aid Primary Highway Program Bond Financed, Supplement No. 8, was approved by Division Engineer's endorsement of November 22, 1954. This letter will confirm our previous verbal notification regarding this matter.

The project cost will now read $746,100.00, Federal funds $447,000.00, length 3.316 miles, character of work grade and drain, 3 overcrossing and 1 undercrossing structures (length 340').

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED

22-1602 Albany Traffic Signals 1954

4319

22-1602 Albany Traffic Signals 1954

4319

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 12, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4319	3-Final	Trowbridge Electric Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
9478	B-122553	$ 1,115.50	5/12/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

R Rawlings
ACCOUNTING DIVISION

Specified completion Date: April 30, 1955

Time Extensions: None

Completion Date: April 22, 1955

Date Accepted: May 25, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-1-55

To the Accounting Division:

Release of the above warrant is hereby authorized

HB Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JUN 1 1955

Ruth Rawlings

NOTED ON CARD
JL

RECEIVED
MAY 5 1955
FOR FILING

[illegible]
4311

May 5, 1955

REGISTERED MAIL

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 4, California

Gentlemen:

State Highway Contract No. 4319 for installing traffic signal at Ellsworth St.-Lyon St. Section in Albany, Linn County, was completed by the contractor, Trowbridge Electric Company, on April 22, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,115.50 will be released to the contractor on or after acceptance by the State Highway Commission. The total contract amount is $9,713.00, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Ken Bailey Insurance Agency
Pacific Bldg.
Roseburg, Oregon

NOTED ON CARD

RECEIVED
JAN 13 1955
FOR FILING

22-1602
4319

files

January 13, 1955

Trowbridge Electric Co.
136 N. Jackson St.
Roseburg, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4319, which was awarded to you on December 7, 1954 by the State Highway Commission, for installing traffic signal on the Ellsworth Street-Lyon Street Section of the Albany-Corvallis Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
DEC 10 1954
FOR FILING

22-1602
4319

December 9, 1954

Trowbridge Electric Co.
136 N. Jackson St.
Roseburg, Oregon

Gentlemen:

The State Highway Commission on December 7, 1954 awarded to you State Highway Contract No. 4319 for installation of Albany traffic signals on the Albany-Corvallis Highway in Linn County.

This award was based on your bid of $9,700 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

cl

cc H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

RECEIVED
APR 2 1954
FOR FILING

Maint
Traffic
Lights
Albany

Salem, Oregon
March 31, 1954

MISC. CONTRACTS and
AGREEMENTS No. 760

4771 Mr. John W. Cattrall
4783 City & County Relations Dept.
Office

Attached is a conformed copy of an agreement with the City of Albany covering the proposed traffic signal installation at the intersection of First and Ellsworth Streets in Albany.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Albany, Oregon.

Very truly yours,

Secretary

FH
Attach: 1

genl file AMS

RECEIVED
MAR 31 1954
FOR FILING

Maint
Traffic
Light

Albany

March 31, 1954

William D. Bollman, City Recorder
City Hall
Albany, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Albany covering the proposed traffic signal installation at the intersection of First and Ellsworth Streets in Albany.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

FORM E-90 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 22, 1954

SUBJECT: Assignment #4783

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
BY DEPUTY STATE [illegible]

NOTED

Attached are three copies of a revised agreement in connection with the traffic signal at the intersection of First and Ellsworth Streets in Albany. Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission.

This completes Assignment #4783.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

APPROVED BY HIGHWAY COMMISSION
Amendment to existing agreement dated Dec 31, 1943.
Secretary

RECEIVED
MAR 2? 1954

ASSIGNMENT

Date: January 13, 1954 No. 4783 By wcw

Description: Letter of January 11 by Mr. Crandall, Tom Reeder's letter of December 31 to WCW, copy of FBC letter of December 15 to CWE, and 9 copies of agreement with the City of Albany with respect to traffic signal installation.

Acknowledged by____ Referred to Cattrall

- _ Investigate and report with recommendation
- _ Such action as necessary and report
- _ Comment or recommendation
- _ Return with rough draft of reply
- _ Prepare reply for signature of Mr._______
- _ Contact correspondent and report

Remarks:

For execution by City.

PLEASE RETURN TO
W. C. WILLIAMS

Executed 3-22-54 mc Report Received_______

GHWAY DEPARTMENT
NT CORRESPONDENCE

. Oregon
y 11, 1954

BJECT: 9 Copies of Proposed Agreement Revision
Traffic Signal - First and Ellsworth Sts.
Albany
Assignment WCW 4771

r assignment and the nine copies of the
ending the original agreement (12-31-43)
gnal at the intersection of 1st and

of December 15th to Mr. Enfield wherein
aration of this agreement. As a matter
ompleted $750 worth of work to keep the
nt is a means of getting at the City so
his work. I suggest that Mr. Cattral
contact the City with him when this
o that the City will thoroughly understand what we are doing.

F. B. Crandall
F. B. Crandall
Traffic Engineer

JAH:jr
Attachments

NOTED
W. C. WILLIAMS

FORM E-30 25M 9-51 99316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 11, 1954

SUBJECT: 9 Copies of Proposed Agreement Revision
Traffic Signal - First and Ellsworth Sts.
Albany
Assignment WCW 4771

To: W. C. Williams
Deputy State Highway Engineer
Office

I am returning to you herewith your assignment and the nine copies of the agreement attached thereto for ammending the original agreement (12-31-43) for the installation of traffic signal at the intersection of 1st and Ellsworth Streets, Albany.

I call your attention to my letter of December 15th to Mr. Enfield wherein I set down the reason for the preparation of this agreement. As a matter of fact, Mr. Widdows has already completed $750 worth of work to keep the signal in operation. This agreement is a means of getting at the City so that we can share in the cost of this work. I suggest that Mr. Cattral has a representative of our office contact the City with him when this agreement is transmitted to them so that the City will thoroughly understand what we are doing.

F. B. Crandall

F. B. Crandall
Traffic Engineer

JAH:jr
Attachments

NOTED
W. C. WILLIAMS

ASSIGNMENT

Date: January 5, 1953 No. 4771 By

Description: Letter of December 31 by Tom Reeder enclosing 9 copies of proposed form of agreement amending earlier agreement between the State and the City of Albany with respect to installation of a traffic signal at First and Ellsworth Streets

Acknowledged by____ Referred to Crandall

✓ Investigate and report with recommendation
__ Such action as necessary and report
✓ Comment or recommendation
✓ Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

Remarks: Please check.

PLEASE RETURN TO
W. C. WILLIAMS

Executed 1-11-54 Report Received________
me

IGHWAY DEPARTMENT
NT CORRESPONDENCE

regon
31, 1953

BJECT:

RECEIVED
JAN 1 195
LEGAL DEP'T.

PLEASE RETURN TO
W. C. WILLIAMS

original and eight (8)
eement that amends an
ed into between the State
t to the installation of
on of First and Ellsworth

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Thomas J. Reeder
THOMAS J. REEDER
Assistant Attorney

TJR:mbw
enc.

NOTED
J. AL HEAD

Rec'd
1/5/54

FORM E-30 25M 9-51 83315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 31, 1953

RECEIVED
JAN 1 1954
LEGAL DEPT.

SUBJECT:

To:

W. C. Williams
Assistant State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir:

Herewith you will find the original and eight (8) copies of the proposed form of agreement that amends an earlier agreement heretofore entered into between the State and the City of Albany with respect to the installation of a traffic signal at the intersection of First and Ellsworth Streets.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Thomas J Reeder

THOMAS J. REEDER
Assistant Attorney

TJR:mbw
enc.

NOTED
J. AL HEAD

Rec'd
J E D
1/5/54

FORM E-30P [illegible]

Maint

Traffic

Lights

Albany

W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 15, 1953

SUBJECT: Request for Preparation of Modified Traffic Signal Agreement First and Ellsworth Streets - Albany

To: C. W. Enfield
Chief Counsel
Office

The State Highway Commission on the 31st day of December, 1943, entered into an agreement with the City of Albany covering traffic signal installation at the intersection of First and Ellsworth Streets, Ellsworth Street being the route of US20 and a part of the Albany-Corvallis Highway. Your attention is directed to item (1) under "Things to be Done by the City" in this Agreement on page three wherein it is stated that the City shall maintain and operate the signal without cost to the State.

This clause is included in agreements that are currently being drawn, but in addition thereto we have added another item which states that when equipment has become obsolete or in need of replacement, costs will be shared equally between the City and the State.

It has become necessary due to obsole~~teness~~ssence of the controller at this intersection to replace it. Under strict interpretation of the 1943 Agreement, this cost would be the sole responsibility of the City. However, in view of present policy it is the desire of the Department to participate with the City in the cost of this replacement, which in this instance is estimated to be $750.

Will you kindly prepare eight copies of an agreement covering the foregoing with special attention to the fact that the work to be accomplished will cost an estimated $750 for replacing the controller and rewiring same, and the cost shall be borne equally by the City and the State. At the same time, additional provision should be written into this agreement that all future replacement costs of material and equipment at this intersection would be borne equally by the City and the State.

FB Crandall

F. B. Crandall
Traffic Engineer

JAH:as
cc - W. C. Williams ✓

IN-176(10) Illahee O'Xing Structures 1954

#4320

RECEIVED
1955

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 11, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4320	7-Final	Tom Lillebo	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18316	R-131702	$ 1,972.46	9/13/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 6-30-55

Time Extensions: none

Completion Date: 6-30-55

Date Accepted: 8-11-55

Penalties: none

Claims: none

Remarks:

Date: 9-14-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: SEP 14 1955

Ruth Rawlings

RECEIVED
AUG 31 1955
FOR FILING

August 31, 1955

CERTIFIED MAIL

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4320 for construction of Illahee Overcrossing Structures on the Battle Creek Jct.-Jefferson Jct. Section of the Pacific Highway in Marion County was completed by the contractor, Tom Lillebo, on June 30 and was formally accepted by the Highway Commission on August 11, 1955.

Final payment in the amount of $1,972.46 will be released to the contractor on or after September 10, 1955. The total contract amount is $45,570.08 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JUL 22 1955
FOR FILING

M-116 (10)
[illegible]

July 22, 1955

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Tom Lillebo on contract No. 4320, covering Illahee Overcrossing Structures on the Battle Creek Jct.-Jefferson Jct. Section of the Pacific Highway in Marion County.

This payment, in the amount of $3,311.90, will be released to the contractor on or after August 1, 1955. The retained percentage is in the amount of $1,348.38.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JAN 11 1955
FOR FILING

IN-176 (10)

January 11, 1955

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

We enclose herewith for your files two fully executed copies of contracts which were awarded to you by the State Highway Commission on December 7, 1954, as follows:

Contract No. 4318, covering four structures at Shady Point on the Deady-Shady Section of the Pacific Highway in Douglas County.

Contract No. 4320, covering the Illahee Overcrossing structures on the Battle Creek Jct.-Jefferson Jct. Section of the Pacific Highway in Marion County.

A copy of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
DEC 10 1954
FOR FILING

IN-176(10)
4320

December 9, 1954

Mr. Tom Lillebo
Reedsport, Oregon

Dear Mr. Lillebo:

The State Highway Commission on December 7, 1954 awarded to you State Highway Contract No. 4320 for widening existing structure and construction of new 83-ft. reinforced concrete viaduct over Sunnyside-Turner Road on the Pacific Highway south of Salem in Marion County.

This award was based on your bid of $47,025 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

cl

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

File

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

IN-176 (10)
4320

December 7, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4320 for the Illahee Overcrossing Structures on Oregon Project IN-176(10), Battle Creek Junction-Illahee Section of the Pacific Highway East, to Tom Lillebo of Reedsport, Oregon, low bidder in the amount of $47,025.00 at the December 7, 1954 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
DEC 9 1954
OREGON
STATE HIGHWAY COMMISSION

X dr ✓

RECEIVED
NOV 25 1954
FOR FILING

Const
Fed Aid
Prog + Proj
IN-176(10)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

November 24, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your November 16, 1954 request for individual project program change, Item 3, Project IN-176(10), 1954 Act Federal-aid Interstate Highway Program, was approved by Division Engineer's endorsement of November 17, 1954. This letter will confirm our previous verbal notification relative this matter.

The project cost will now read $475,000.00, Federal funds $328,000.00, mileage 2.079 and character of work grade and drain, 4-lane high type pavement, 1-twin overcrossing structure, 1 undercrossing structure and right-of-way fence.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
1954

P

RECEIVED
FOR FILING
OREGON DISTRICT
Const
Fed Aid
Prog + [illegible]
IN-176(10)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

November 22, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project IN-176(10), Battle Creek Junction-Illahee Section (Illahee Overcrossing Structures) of the Pacific Highway East.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
DEC 2 1954
OREGON
STATE HIGHWAY COMMISSION

26-1050 Barbur Blvd. (Front Ave. 1954
Hamilton St.)
A321

RECEIVED
AUG 1[illegible] 1955
FOR FILING

(CONTRACT NO.) 4321

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 12, 1955

(EST. NO.)		(CONTRACTOR)
~~4321~~	5-Final	Hutton-Kalkhoven

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15950	R-129085	$ [illegible] 1,519.84	8/11/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1955

Time Extensions: None

Completion Date: June 7, 1955

Date Accepted: June 30, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-16-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: [illegible]

Ruth Rawlings

NOTED ON CARD

RECEIVED
AUG 1 - 1955
FOR FILING

26-1050
4321

8.

July 29, 1955

CERTIFIED MAIL

Glens Falls Indemnity Company
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4321 for pavement widening on the Barbur Blvd. (Front Ave.-Hamilton St.) Section of the Pacific Highway West in Multnomah County was completed by the contractor, Hutton-Kalkhoven, on June 7 and was formally accepted by the Highway Commission on June 30, 1955.

Final payment in the amount of $1,519.84 will be released to the contractor on or after August 8, 1955. The total contract amount is $14,706.11 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

gl

26-1050 b.

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 11, 1955

Section Barber Blvd. (Front Ave.-Hamilton St.)

Kind of work Pavement Widening

Highway Pacific West

Section prefix 26-1050

Contractor Hutton-Kalkhoven

Contract number 4321

Date of contract December 7, 1954

Date of completion July 31, 1955

Date work started February 21, 1955

Estimated date of completion Completed June 7, 1955

Project authorization . . . . $ 16,842.77

Exclusive of Engineering . . . . $ 15,645.06

Per cent of time elapsed 77 %

Estimated cost of completed project, exclusive of engineering . . . . $ 15,987.75

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering authorization . . . . $ 1,197.71

Engineering cost to date $ 1,350, 100 %

Date project was completed June 7, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor finished the project on the 7th. 291 feet of asphaltic concrete traffic markers were placed and a small amount of patching was done.

NOTED
OSCAR CUTLER

NOTED
FORREST COOPER

RECEIVED
JUN 14 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed Lowell A. Johnston by T. Nelson
Lowell A. Johnston

Address Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.48	0.48			0.48
Miles partially completed					
Miles completed	0.48	0.48			0.48
Total estimated quantities	1,322	1,137			566 s.y. conc 279 T Class A
Estimated quantities moved or placed to date	1,322	1,137			566 s.y. conc 279 T Class A
Average daily quantities					
Average daily quantities necessary to complete project on time,					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	5					1	6
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
JAN 11 1955
FOR FILING

26-1050
432.1

January 11, 1955

Hutton-Kalkhoven
10707 N. E. Sacramento St.
Portland 30, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4321, which was awarded to you on December 7, 1954 by the State Highway Commission, for pavement widening on the Barbur Boulevard (Front Ave.-Hamilton St.) Section of the Pacific Highway West in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
DEC 10 1954
FOR FILING

26-1050

December 9, 1954

Hutton-Kalkhoven
10707 N. E. Sacramento St.
Portland 20, Oregon

Gentlemen:

The State Highway Commission on December 7, 1954 awarded to you State Highway Contract No. 4321 for pavement widening of Barbur Boulevard Section of the Pacific Highway West in Multnomah County.

This award was based on your bid of $13,571.35 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

cl

cc H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
OCT 26 1954
FOR FILING

26-1050

4321

37
9/23/54

September 30, 1954

Mr. F. T. Fowler
Traffic Engineer
Department of Public Works
City Hall
Portland, Oregon

Dear Mr. Fowler:

Reference is made to your letter of September 17, 1954, directed to Mr. R. H. Baldock, State Highway Engineer, in which you point out the need for widening Barbur Blvd. between S. W. Hamilton Street and S. W. Front Avenue to accommodate anticipated increase in traffic volume when the new Portland-Salem Expressway is completed and opened to public use.

This matter was discussed by the State Highway Commission at its meeting on September 23rd, and I am pleased to inform you that the Commission authorized such widening work.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

3q 9/23/54

DEPARTMENT OF PUBLIC WORKS
WILLIAM A. BOWES
COMMISSIONER

1851

BUREAU OF TRAFFIC ENGINEERING
FRED T. FOWLER
TRAFFIC ENGINEER

OFFICE ADDRESS: 526 S. W. MILL
MAILING ADDRESS: CITY HALL

CITY OF PORTLAND
OREGON

September 17, 1954

NOTED
W. C. WILLIAMS

Mr. R.H. Baldock
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Sir:

In the Fall of 1953 the State Highway Commission widened the southbound portion of U.S. 99-W providing for three lanes of traffic from S.W. Bancroft to a point 400 feet south of S.W. Hamilton. This project included the installation of the 3-phase fully actuated volume density controller at the Hamilton Street intersection.

Your attention is now called to the northbound section of S.W. Barbur Blvd. between S.W. Hamilton and S.W. Front Avenue. This two-lane section is at the present time carrying 17,000 vehicles per day including 2,200 northbound vehicles during the morning peak hour.

The intersection of S.W. Barbur and Hamilton, even with the volume density controller is operating at an absolute maximum capacity for northbound traffic during the morning peak hours. Our studies have shown that a maximum of one vehicle per second of green time can be handled from the two northbound lanes of Barbur. Even at this rate vehicles back up to approximately S.W. Slavin during half of the morning peak.

I think you will agree that the above volumes are well over any practical capacity and additional roadway width is advisable. I also feel that when the new Portland-Salem Highway is opened and an estimated 6,000 additional vehicles per day are re-routed over this section, widening will become a necessity.

I am sending under separate cover two copies of a plan for widening the northbound roadway to 33 feet which will allow three lanes of traffic from a point 400 feet south of Hamilton to the Front Avenue intersection. You will notice that no major construction is required if the widening is confined to this plan.

Approved by Comm - Sept 23-54
WCW

Any additional widening would require extensive grade changes at S.W. Lowell, S.W. Bancroft and S.W. Hamilton Streets.

I strongly recommend that the State Highway Commission give this plan every consideration, keeping in mind the fact that unless the widening is approved, this section of S.W. Barbur Blvd. will be unable to carry the anticipated traffic load.

Yours very truly,

F. T. Fowler
F. T. FOWLER
Traffic Engineer

F:DEB:mw

Maps to Carver
9-27-54

RECEIVED
20 1954
STATE [illegible] ENGINEER

29-8305 Clatsop County Line-Rockaway 1954
Rock Production Project
4322

RECEIVED
NOV 23 1955
FOR FILING

[illegible]

4322

FORM 2-120 30M REVISED 2-

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 21, 1955

C & W Crushing Co.
Hamlet Route
Seaside, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from August 31, 1955 to September 20, 1955 within which to complete your contract No. 4322, for rock production on the Clatsop County Line-Rockaway Section of the Oregon Coast and Necanicum Highways in Tillamook County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

D. C. King,
Resident Engineer

Forrest Cooper,
Construction Engineer

29-8305

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 10, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4322	5-Final	G & W Crushing Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22473	R-135857	$ 665.46	11/1/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1955

Time Extensions: to Sept. 20, 1955 without penalty

Completion Date: Sept. 20, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-14-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: NOV 14 1955
Ruth Rawlings

NOTED ON CARD
gl

RECEIVED
OCT 31 1955
FOR FILING

4322

October 28, 1955

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4322 for rock production on the Clatsop County Line-Rockaway Section of the Oregon Coast and Necanicum Highways in Tillamook County was completed by the contractor, C & W Crushing Co., on September 20, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $665.46 will be released to the contractor after acceptance by the Commission. The total contract amount is $22,182.08 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Martin Knutsen & Son
189 12th St.
Astoria, Oregon

NOTED ON CARD

RECEIVED
OCT 20 1955
FOR FILING

39 [illegible]
4222

October 19, 1955

Request for extension of time
No. 21
November 3 and 4 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the C & W Crushing Company for an extension of time on the Clatsop County Line-Hackney rock production project, Contract No. 4222, from August 31, 1955 to September 30, 1955.

This contractor had several other rock production contracts which he was requested to complete before starting this one. The rock will not be needed until the 1956 season, and we therefore suffered no inconvenience.

I recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

HAP:dt lg

RECEIVED
OCT 12 1955
FOR FILING

29-8305
4322

October 12, 1955

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C & W Crushing Co. in connection with contract No. 4322, for rock production on the Clatsop County Line-Rockaway Section of the Oregon Coast and Necanicum Highways in Tillamook County. This payment, in the amount of $3,440.52, will be released to the contractor on or after October 22, 1955. The retained percentage is in the amount of $665.46.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Martin Knutsen & Son
189 12th St.
Astoria, Oregon

NOTED ON CARD
gl

Form E-1—16M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 24, 1955

Section Clatsop Co. Line - Rockaway

Kind of work Rock Production

Highway Oregon Coast, Necanicum

Section prefix 29-8305

Contractor C& W Crushing Co.

Contract number 4322

Date of contract Dec. 7, 1954

Date of completion Aug 31, 1955

Date work started Mar 7, 1955

Estimated date of completion Sept 20, 1955

Project authorization $26,910.00

Exclusive of Engineering $24,998.40

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 22,182.07

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 1913.60

Engineering cost to date $1824.54, 95 %

Date project was completed Sept 20, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor finished the Project on Tuesday. The piles were measured on Wednesday and the Semi-final Estimate was forwarded to Salem on Friday.

Last Report

NOTED
H.G.SMITH

OSCAR CUTLER

NOTED
L. H. Young

RECEIVED
SEP 26 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed D.C. King

Address P.O. Box 543

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77080

RECEIVED

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			9320.00		
Estimated quantities moved or placed to date			9320.00		
Average daily quantities			-		
Average daily quantities necessary to complete project on time			-		
Number shifts per day			-		
Hours per shift			-		
Average force on project for week			-		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear		
Tuesday	Overcast		
Wednesday	Clear		
Thursday	Clear		
Friday	Clear		
Saturday			

RECEIVED
AUG 2 55
FOR FILING

29-8305
43

FORM E-123 50M REVISED 3-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 22, 1955

C & W. Crushing Company
Hamlet Route
Seaside, Oregon

Gentlemen:

The State Highway Commission at its meeting held on August 11 had under discussion your request for an extension of time from July 31 to August 31, 1955 within which to complete your contract No. 4322, for rock production on the Clatsop County Line-Rockaway Section of the Oregon Coast and Necanicum Highways in Tillamook County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. P. Walker,
Division Engineer

Dustin C. King,
Resident Engineer

W. C. Smith,
Construction Engineer

RECEIVED
JUL 27 1955
FOR FILING

[illegible]
4322

July 26, 1955

Request for extension of time
No. 5
August 11 and 12 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the C & W Crushing Company for an extension of time on the Clatsop County Mine-Rockaway Rock Production Project, Contract No. 4322, from July 31, 1955 to August 31, 1955.

The quarry for this contract is in proximity to a mink farm and the contractor was ordered to delay his shooting until the mink had become old enough so that they would not react unfavorably to the blasting noises.

The delay did not cause an additional expense to the State and eliminated the possibility of litigation; therefore, I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
Encl.
cc Mr. H. G. Smith

RECEIVED
JUL 18 1955
FOR FILING

FORM 530—80M—10-54—73485

29-13-E

11-2-2

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 11th, 1955

SUBJECT:

To: **Memo to the Files:**

NOTED
W. C. WILLIAMS

Mr. Jed Wilson, partner in the C & W Crushing Company, who are set up at Seaside in the Hjertland quarry on a rock production project, called me today and stated that a Mr. Edward C. Thomas, who is a safety engineer for the State Industrial Accident Commission, had ordered his operation closed down due to what Thomas considers a dangerous condition in the quarry.

Mr. Wilson stated that the area of the quarry which was considered dangerous by Thomas was not the area which he was working, and that he could not at his expense take the corrective measures suggested by Thomas, namely blasting a shelf in the quarry face. The matter was discussed with Division Engineer Walker, who has made an appointment with W. D. Jones, Chief of Field Operations, Accident Prevention Division of the State Industrial Accident Commission, to see what can be worked out.

Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: J. D. Walker
W. C. Williams ✓

RECEIVED
JAN 14 1955
FOR FILING

29-V [illegible]
4322

January 13, 1955

C & W Crushing Company
Hamlet Route
Seaside, Oregon

Gentlemen:

We enclose herewith three fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4314, for rock production on the Necanicum Section of the Oregon Coast, Sunset and Necanicum Highways in Clatsop County, awarded December 7, 1954.

Contract No. 4322, for rock production on the Clatsop County Line-Rockaway Section of the Oregon Coast and Necanicum Highways in Tillamook County, awarded December 7, 1954.

Contract No. 4328, covering the Locust Grove-Mud Hollow Canyon Section of the Fulton Canyon-Wasco Road in Sherman County, awarded December 17, 1954.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
DEC 10 1954
FOR FILING

29-8305
4

December 9, 1954

C & W Crushing Company
Hamlet Route
Seaside, Oregon

Gentlemen:

The State Highway Commission on December 7, 1954 awarded to you State Highway Contract No. 4322 for Clatsop County Line-Rockaway Rock Production Project on the Oregon Coast and Necanicum Highways in Tillamook County.

This award was based on your bid of $21,420 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
[illegible]

29-8306 Hebo Rock Production Project 1954

4323

Baldock

April 3rd, 1956

Hebo Rock Production
Contract #4323

FINAL COST ANALYSIS
Rock Production
Calkins Crusning Co., Contractor
Arthur Duffy, Resident Engineer

Oregon Coast Highway
Prefix 29-8306

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-0 Cr. Rock in S.P.	1,476.1	Cu. Yd.	$2.45	$2.22	$ 3,293.39	$ 3,616.45
½"-¼" Cr. Rock in S.P.	4,140.3	" "	2.50	2.22	9,223.32	10,350.75
¼"-#10 Cr. Rock in S.P.	492.5	" "	2.50	2.22	1,093.79	1,231.25
¼"-0 Cr. Rock in S.P.	3,744.4	" "	2.50	2.22	8,326.54	9,361.00
					$21,937.04	$24,559.45

Gross Revenue	$24,559.45
Total Cost	21,937.04
Net Profit	$ 2,622.41

Net Profit Equals 10.7% of Gross Revenue

NOTED
State Highway Engineer

Detail of Cost

Labor:		
Labor	$4,354.50	
Labor Insurance	435.45	
		$ 4,789.95
Equipment Rental & Misc. Supplies:		
Equipment Rental, Owned	$5,047.47	
" " , Hired	2,500.00	
Gas, Oil & Grease	3,723.84	
Amount Paid for Blasting	3,164.10	
Royalties	1,016.00	
P.U.C.	90.00	
P.L. & P.D. Insurance	598.74	
Home Office & Overhead	859.58	
Bond	147.36	
		17,147.09
Total Cost.		$21,937.04

Breakdown of Crusning Cost

	Amount	Cu. Yd.	Cost per Cu. Yd.
Move In and Set Up	$ 2,375.70	9,853.3	$0.24
Drill & Shoot	3,164.10	"	0.321
Load & Haul to Crusher	3,114.00	"	0.316
Crushing	8,071.56	"	0.821
Royalty	1,016.00	"	0.10
Haul & Stockpile (Av. Haul Approximately 2 Miles)	2,500.00	"	0.25
General Overhead	1,695.68		0.172
	$21,937.04	9,853.3	$2.22

Hebo Rock Production
Contract #4323

Remarks:

This was a "State Project" for crushing and stockpiling 9,853 cu. yd. of rock for maintenance. The contract was bid and awarded December 7th, 1954. Work started August 10th, 1955 and the project was completed September 2nd, 1955.

The contractor moved in his crushing plant to a privately-owned rock quarry the first week in August, started crushing August 10th, 1955. Good progress was made on the crushing. A total of 9,853 cu. yd. was crushed in 153 hours for an average of 64 cu. yd. per hour, which was good production. The crushed rock was hauled to the stockpiles with hired trucks fully-operated.

The contractor had good bid prices, good equipment and personal supervision, realizing a good profit.

R. D. Asburry
Chief Cost Analyst

By . . George Kayser

51-4326

RECEIVED
OCT 25 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 20, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4323	2-Final	Calkins Crushing Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21170	B-134537	$ 736.78	10/20/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 7-31-55

Time Extensions: to Sept. 5, 1955

Completion Date: 9-2-55

Date Accepted: 9-22-55

Penalties: none

Claims: none

Remarks:

Date: 10-21-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 24 1955

Ruth Rawlings

NOTED ON CARD

RECEIVED
OCT 13 1955
FOR FILING

October 13, 1955

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4323 for rock production on the Hebe Section of the Oregon Coast and Three Rivers Highways in Tillamook County was completed by the contractor, Calkins Crushing Co., on September 2 and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $736.78 will be released to the contractor on or after October 24, 1955. The total contract amount is $24,559.45 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

RECEIVED
OCT 1 1955
FOR FILING

29-
4323

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 4, 1955

Calkins Crushing Co.
Oceanlake
Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 22, had under discussion your request for an extension of time from July 31 to September 5, 1955 within which to complete your contract No. 4323, covering rock production on the Hobo Section of the Oregon Coast and Three Rivers Highways in Tillamook County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

Glen Starkey,
Resident Engineer

H. O. Smith,
Construction Engineer

R

RECEIVED
SEP 29 1955
FOR FILING

[illegible]16
4323

September 28, 1955

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Calkins Crushing Co. in connection with contract No. 4323, for rock production on the Hebo Section of the Oregon Coast and Three Rivers Highways in Tillamook County.

This payment, in the amount of $23,822.67, will be released to the contractor on or after October 8, 1955. The retained percentage is $736.78.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Victor S. Risley Co.
808 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
SEP 19 1955
FOR FILING

[illegible]
4323

September 19, 1955

Request for extension of time
No. 16
September 22 and 23 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the Calkins Crushing Company for an extension of time on the Hebo Rock Production project, Contract No. 4323, from July 31, 1955 to September 5, 1955.

This contractor has several rock production projects in the immediate area and at the request of the Division Engineer delayed starting on this particular contract until the others were finished.

The overrun in time caused no inconvenience or extra cost to the State. I recommend therefore that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP:dt 1g

29-8306

Form E-1—1084

B

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 10, 1955

Section Hebo

Kind of work Rock Production

Highway Oregon Coast and Three Rivers

Section prefix 29-8306

Contractor Calkins Crushing Company

Contract number 4323

Date of contract December 7, 1954

Date of completion July 31, 1955

Date work started August 10, 1955

Estimated date of completion , 19

Project authorization $ 29,165.63

Exclusive of Engineering $ 27,091.63

Per cent of time elapsed 278/237 117 %

Estimated cost of completed project, exclusive of engineering $ 24,559.45

Per cent of contract completed, based on total contract price 98.53 %

Engineering authorization $ 2,074.00

Engineering cost to date $ 2,142.99, 103.33 %

Date project was completed September 2, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor moving out crushing plant, expects to complete removal by next Tuesday, Sept. 13th.

Semi-final estimate will be submitted Monday, September 12th.

This is the final weekly report.

NOTED
H. G. SMITH

NOTED
FORREST COOPER

y

RECEIVED
SEP 1 [illegible] 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

Signed Arthur Duffy
Arthur Duffy, Resident Engineer

Address Room 214, Lab Building, Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77080

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			9,853 c.y.		
Estimated quantities moved or placed to date			"		
Average daily quantities			500 c.y.		
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Cloudy		
Thursday	Cloudy		
Friday	Fair		
Saturday	Cloudy		

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JAN 11 1955
FOR FILING

29-8304
4323

January 11, 1955

Calkins Crushing Co.
Oceanlake
Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4323, which was awarded to you by the State Highway Commission on December 7, 1954, for rock production on the Hebo Section of the Oregon Coast and Three Rivers Highways in Tillamock County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

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DEC 10 1954
FOR FILING

29-8306
43[illegible]

December 9, 1954

Calkins Crushing Company
Box 547
Oceanlake, Oregon

Gentlemen:

The State Highway Commission on December 7, 1954 awarded to you State Highway Contract No. 4323 for Hebo Rock Production Project on the Oregon Coast and Three Rivers Highways in Tillamook County.

This award was based on your bid of $44,945 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

F-110(8) Siletz Bay-Depoe Bay Unit, 1954
Siletz Bay-Mine Cr. Sec., Oregon
#4324 Coast Hwy.

4324

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Monthly transaction number 2-40	Fo 2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e Oregon
Project report number F 110 (8) 6	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lincoln
		Project number F-110(8)

4324 The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 14, 1955, is hereby modified as follows:

Revised estimated total cost of project	$ 826,451.00
Revised Federal funds	$ 472,616.00

Other revisions - None.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 17th day of February, 1958.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Reynolds

Chairman, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
Division Engineer

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Project No. F-110(8)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 14th day of February, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 20th day of August, 1954, a program, which was approved on the 7th day of September, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 13th day of October, 1954; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of four hundred twenty-five thousand and 00/100 dollars ($425,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

A4.62

GPO 16—11370-5

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State **Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.** (Include date and citation of act of legislature by which authorized)

(*b*) From other sources .... (State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between **survey station 7+13 in the NW 1/4, Section 11, T. 8 S., R. 11 W., W.M., and survey station 430+00 in the SW 1/4, Section 8, T. 9 S., R. 11 W., W.M., except stations 30+11 to 32+21 and 376+15 to 397+50,** length **7.565** miles, in **Lincoln** County, being **Oregon Federal Aid** project No. **F-110(8)**, consisting of **7.531** miles of roadway and **two** bridges, each of more than 20 feet clear span, **0.034** of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of four hundred twenty-five thousand and 00/100 dollars ($425,000.00), which does not exceed the authorized Federal pro rata share of six hundred eighty-seven thousand, two hundred sixty-six and 25/100 dollars ($687,266.25), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws of 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest
H W Searcy
SECRETARY

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,
By
Division Engineer,
Bureau of Public Roads.

Oregon State Highway Department

Federal Aid Project
No. F-110 (8)

SILETZ BAY - DEPOE BAY SECTION OF THE OREGON COAST HIGHWAY IN LINCOLN COUNTY

(Estimate to accompany plans and specifications. Based on low bid prices.)

Salem, Oregon, October ~~14~~ 13, 1954

Type Code 6202
2 Lane Roadway (Sta. 7+13 to Sta. 355+00)(Sta. 397+50 to Sta. 430+00)

All Required	Clearing and Grubbing (90%)		$ 34,200.00
120 sq. ft.	Felling Danger Trees	$ 2.00	240.00
850 cu. yds.	Drainage Excavation, Unclassified	2.60	2,210.00
307,700 cu. yds.	General Excavation, Unclassified	0.35	107,695.00
669,000 yd. stas.	Short Overhaul	0.015	10,035.00
6,300 C-yd. stas.	Long Overhaul	0.45	2,835.00
5.90 miles	Finishing Roadbed and Slopes	750.00	4,425.00
20,200 lin. ft.	Rounding Cutbanks	0.17	3,434.00
1,800 lin. ft.	12-inch Concrete Pipe	2.00	3,600.00
2,600 lin. ft.	18-inch Concrete Pipe	3.50	9,100.00
130 lin. ft.	24-inch Concrete Pipe	4.75	617.50
15 lin. ft.	36-inch Concrete Pipe	10.00	150.00
20 lin. ft.	60-inch Corrugated Metal Pipe	40.00	800.00
400 lin. ft.	Special Installation Under Pavement	2.50	1,000.00
180 lin. ft.	8-inch Metal Drain Pipe	2.00	360.00
600 lin. ft.	8-inch Perforated Metal Drain Pipe	2.00	1,200.00
60 cu. yds.	Special Backfill in Drains	5.40	324.00
6 only	Corrugated Metal Catch Inlets	30.00	180.00
250 lin. ft.	18-inch Sewer Pipe	3.00	750.00
1 only	Concrete Manholes	225.00	225.00
1 only	Concrete Catch Basins	75.00	75.00
2 cu. yds.	Concrete Curbs	45.00	90.00
2,550 lin. ft.	Galvanised Metal Guard Rail	3.20	8,160.00
47,700 cu. yds.	2½" - 0 Rock in Base	2.30	109,710.00
15,000 cu. yds.	3/4" - 0 Rock in Base and Shoulders	2.50	37,500.00
1,100 cu. yds.	8" - 0 Rock in Riprap Foundation	2.50	2,750.00
13,500 cu. yds.	Loose Riprap	2.50	33,750.00
1,680 M-gals.	Sprinkling	2.50	4,200.00
84,000 gals.	SS-1 Asphalt in Sprinkling	0.25	21,000.00
22,650 tons	Class "B" Asphaltic Concrete	6.00	135,900.00
26 tons	RS-1 Asphalt in Tack Coat	50.00	1,300.00
28 tons	RS-1 Asphalt in Pavement Seal	45.00	1,260.00
150 cu. yds.	Aggregate in Pavement Seal	4.00	600.00
4,500 lin. ft.	Asphaltic Concrete Dikes	1.00	4,500.00
	Subtotal		$544,175.50
	10% Engr. & Cont.		54,417.55
			$598,593.05

Length of Roadway 7.130 miles
Cost of Roadway per mile $83,954.14

Subtotal	$ 87,390.00
10% Engr. & Cont.	8,739.00
Total	$96,129.00

Length of 2 Structures	0.034 mile
Length of 1 Structure	0.040 mile
Total Length	0.074 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2 Lane Roadway	$598,593.05	$355,757.00	$242,836.05
4 Lane Roadway	62,442.60	37,111.00	25,331.60
Structures	96,129.00	57,132.00	38,997.00
	$757,164.65	$450,000.00	$307,164.65

Oregon State Highway Department

Federal Aid
Project No. F-110 (8)

SILETZ BAY - DEPOE BAY SECTION OF THE OREGON COAST HIGHWAY IN LINCOLN COUNTY.

(Estimate to accompany plans and specifications. Based on low bid prices.)

Salem, Oregon Oct. ~~12~~ 13, 1954

Type Code 6202
2 Lane Roadway (Sta. 7+13 to Sta. 355+00) (Sta. 397+50 to Sta. 430+00)

All Required	Clearing and Grubbing (90%)			$ 34,200.00
120 sq. ft.	Felling Danger trees		$ 2.00	240.00
850 cu. yds.	Drainage Excavation, Unclassified		2.60	2,210.00
307,700 cu. yds.	General Excavation, Unclassified		0.35	107,695.00
669,000 yd. stas.	Short Overhaul		0.015	10,035.00
6,300 C-yd. stas.	Long Overhaul		0.45	2,835.00
5.90 miles	Finishing Roadbed and Slopes		750.00	4,425.00
20,200 lin. ft.	Rounding Cutbanks		0.17	3,434.00
1,800 lin. ft.	12-inch Concrete Pipe		2.00	3,600.00
2,600 lin. ft.	18-inch Concrete Pipe		3.50	9,100.00
130 lin. ft.	24-inch Concrete Pipe		4.75	617.50
15 lin. ft.	36-inch Concrete Pipe		10.00	150.00
20 lin. ft.	60-inch Corrugated Metal Pipe		40.00	800.00
400 lin. ft.	Special Installation Under Pavement		2.50	1,000.00
180 lin. ft.	8-inch Metal Drain Pipe		2.00	360.00
600 lin. ft.	8-inch Perforated Metal Drain Pipe		2.00	1,200.00
60 cu. yds.	Special Backfill in Drains		5.40	324.00
6 only	Corrugated Metal Catch Inlets		30.00	180.00
250 lin. ft.	18-inch Sewer Pipe		3.00	750.00
1 only	Concrete Manholes		225.00	225.00
1 only	Concrete Catch Basins		75.00	75.00
2 cu. yds.	Concrete Curbs		45.00	90.00
2,550 lin. ft.	Galvanized Metal Guard Rail		3.20	8,160.00
47,700 cu. yds.	2½" - 0 Rock in Base		2.30	109,710.00
15,000 cu. yds.	3/4" - 0 Rock in Base and Shoulders		2.50	37,500.00
1,100 cu. yds.	8" - 0 Rock in Riprap Foundation	2.50 2,750.00	~~2.00~~	~~2,200.00~~
13,500 cu. yds.	Loose Riprap	2.50 33,750.00	~~1.50~~	~~20,250.00~~
1,680 M-gals.	Sprinkling		2.50	4,200.00
84,000 gals.	SS-1 Asphalt in Sprinkling		0.25	21,000.00
22,650 tons	Class "B" Asphaltic Concrete		6.00	135,900.00
26 tons	RS-1 Asphalt in Tack Coat		50.00	1,300.00
28 tons	RS-1 Asphalt in Pavement Seal		45.00	1,260.00
150 cu. yds.	Aggregate in Pavement Seal		4.00	600.00
4,500 lin. ft.	Asphaltic Concrete Dikes		1.00	4,500.00
			Subtotal	~~$530,125.50~~
			10% Engr. & Cont.	~~53,012.55~~
			Total	~~$583,138.05~~

Length of Roadway ~~7.132~~ 7.130 miles

Cost of Roadway Per Mile $ 81,763.60

83,454.17

544,175.50
54,417.55
598,593.05

Type Code 6202
4 Lane Roadway (Sta. 355+00 to Sta. 376+15)

All Required	Clearing and Grubbing (10%)		$ 3,800.00
950 cu. yds.	Drainage Excavation, Unclassified	$ 2.60	2,470.00
5,300 cu. yds.	General Excavation, Unclassified	0.35	1,855.00
14,000 yd. stas.	Short Overhaul	0.015	210.00
0.40 mile	Finishing Roadbed and Slopes	750.00	300.00
800 lin. ft.	Rounding Cutbanks	0.17	136.00
300 lin. ft.	18-inch Concrete Pipe	3.50	1,050.00
360 lin. ft.	Special Installation Under Pavement	2.50	900.00
560 lin. ft.	8-inch Sewer Pipe	1.40	784.00
800 lin. ft.	12-inch Sewer Pipe	2.00	1,600.00
360 lin. ft.	15-inch Sewer Pipe	2.60	936.00
550 lin. ft.	18-inch Sewer Pipe	3.00	1,650.00
5 only	Concrete Manholes	225.00	1,125.00
15 only	Concrete Catch Basins	75.00	1,125.00
138 cu. yds.	Concrete Curbs	45.00	6,210.00
3,300 cu. yds.	2½" - 0 Rock in Base	2.30	7,590.00
1,000 cu. yds.	3/4" - 0 Rock in Base and Shoulders	2.50	2,500.00
120 M-gals.	Sprinkling	2.50	300.00
9,500 gals.	SS-1 Asphalt in Sprinkling	0.25	2,375.00
3,300 tons	Class "B" Asphaltic Concrete	6.00	19,800.00
1 ton	RS-1 Asphalt in Tack Coat	50.00	50.00
	Subtotal		$ 56,766.00
	10% Engr. & Cont.		5,676.60
	Total		$ 62,442.60

Length of Roadway 0.401 mile
Cost of Roadway Per Mile $155,717.20

Type Code X
Slbota Creek Bridge (Sta. 71+70 to Sta. 72+26)

15 tons	Class "B" Asphaltic Concrete	$ 6.00	$ 90.00
0.3 tons	RS-1 Asphalt in Tack Coat	50.00	15.00
20 cu. yds.	Structural Excavation	10.00	200.00
5 cu. yds.	Excavation Below Elevation Shown	15.00	75.00
1,400 lin. ft.	Furnish Concrete Piling	5.00	7,000.00
22 only	Drive Steel Casings	60.00	1,320.00
130 cu. yds.	Class "A" Concrete	65.00	8,450.00
24,000 lbs.	Metal Reinforcement	0.12	2,880.00
All Required	Remove Old Bridge		1,000.00
			$ 21,030.00

Type Code X
Fogarty Creek Bridge (Sta. 260+37 to Sta. 261+63)

35 tons	Class "B" Asphaltic Concrete	$ 6.00	$ 210.00
0.7 tons	RS-1 Asphalt in Tack Coat	50.00	35.00
All Required	Shoring, Cribbing, Etc.		4,000.00
190 cu. yds.	Structural Excavation	10.00	1,900.00
20 cu. yds.	Excavation Below Elevation	15.00	300.00
8,500 lin. ft.	Furnish Timber Piling	0.75	6,375.00
112 only	Drive Timber Piles	50.00	5,600.00
510 cu. yds.	Class "A" Concrete	70.00	35,700.00
102,000 lbs.	Metal Reinforcement	0.12	12,240.00
			$ 66,360.00

Subtotal	$ 87,390.00
10% Engr. & Cont.	8,739.00
Total	$ 96,129.00

Length of 2 Structures	0.034 Mile	
Length of 1 Structure	~~0.038~~ Mile	0.040
Total Length	~~0.072~~ Mile	0.074

SUMMARY OF FUNDS

Description		Total Cost		Federal Funds		State Funds
2 Lane Roadway	598,593.05	~~$583,138.05~~	355,757.00	~~$353,794.00~~	242,836.05	~~$229,344.05~~
4 Lane Roadway		62,442.60	37,111.00	~~37,884.00~~	25,331.60	~~24,558.60~~
Structures		96,129.00	57,132.00	~~58,322.00~~	38,997.00	~~37,807.00~~
		~~$741,709.65~~		$450,000.00		~~$291,709.65~~
		757,164.65		450,000.00		307,164.65

RECEIVED
FEB 6 - 1958

NOTED
W. C. [illegible]LLIAMS

W. C. Williams

[illegible]NAL COST ANALYSIS

January 29, 1958

Siletz Bay-Depoe Bay Unit
Siletz Bay-Miner Creek Section
Contract No. 4324

Bridges, Grading, and Paving
J. C. Compton, Contractor
Richard T. Lytle, Resident Engineer

Oregon Coast Highway
Prefix: 21-1037
Project No. F-110 (8)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
**Clearing and Grubbing	All	All	$27,000		$ 33,604.10	$ 27,000.00
**Felling Danger Trees	137.9	Sq. Ft.	6.00	$ 5.01	691.02	827.40
**Drainage Excavation	5,332.94	Cu. Yds.	3.00	3.61	19,268.98	15,998.82
**General Excavation	304,729.3	Cu. Yds.	.30	.452	137,750.55	91,418.79
**Long Overhaul	12,783.6	C-yd. Stas.	.45	.54	6,911.75	5,752.62
**Short Overhaul	734,070	Yd. Stas.	.015	.017	12,440.50	11,011.05
**Finishing R/B & Slopes	6.293	Miles	500.00	521.12	3,279.41	3,146.50
**Rounding Cutbanks	17,143	Lin. Ft.	.15	.164	2,810.95	2,571.45
**12-inch Conc. Culv. Pipe	2,658	Lin. Ft.	2.00	2.00	5,322.41	5,316.00
**18" Concrete Culvert Pipe	3,312	Lin. Ft.	3.50	4.29	14,212.16	11,592.00
**24" Concrete Culvert Pipe	147	Lin. Ft.	5.00	5.99	880.90	735.00
**60" Corr. Metal Pipe	18	Lin. Ft.	25.00	31.79	572.36	450.00
**Spec. Inst. under Pavement	637.7	Lin. Ft.	2.00	1.97	1,253.92	1,275.40
**8" Perf. Metal Pipe, Uncoated	4,149	Lin. Ft.	2.50	2.80	11,618.93	10,372.50
**Special Backfill in Drains	1,360	Cu. Yds.	5.00	4.16	5,660.56	6,800.00
**8" Sewer Pipe	396	Lin. Ft.	1.25	1.13	446.74	495.00
**12" Sewer Pipe	444	Lin. Ft.	2.00	1.87	831.59	888.00
**15" Sewer Pipe	282	Lin. Ft.	2.70	2.72	767.48	761.40
**18" Sewer Pipe	729	Lin. Ft.	3.50	4.01	2,926.32	2,551.50
**Concrete Manholes	6	Each	300.00	210.00	1,260.00	1,800.00
**Concrete Catch Basins	15	Each	60.00	60.00	900.00	900.00
**Concrete Curbs	118.12	Cu. Yds.	40.00	43.00	5,079.16	4,724.80
**Galv. Metal Guard Rail	2,411.5	Lin. Ft.	3.25	2.40	5,787.60	7,837.38
* & ** 2½"-0 Rock in Base	63,385	Cu. Yds.	2.20	2.18	137,926.47	139,447.00
* & ** 3/4"-0 Rock in Base and Shoulders	15,610	Cu. Yds.	2.45	2.47	38,483.78	38,244.50

Contract No. 4324

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
**8"-0 Rock in Riprap Foundation	7,899	Cu. Yds.	$ 2.25	$ 2.84	$ 22,575.89	$ 17,772.75
**Loose Riprap	13,270	Cu. Yds.	2.50	2.62	36,580.96	33,175.00
* & ** Sprinkling	2,893	M-gals.	2.00	1.76	5,103.41	5,786.00
*Class "B" Asph. Conc.	25,016.093	Tons	5.60	5.45	136,340.50	140,090.12
*RS-1 Asph. in Tack Coat	2.09	Tons	50.00	51.60	109.84	104.50
SIJOTA CREEK BRIDGE 4141 A						
*Structural Excavation	17.68	Cu. Yds.	$ 6.00	$ 6.00	$ 106.08	$ 106.08
*Furnish Concrete Piling	1,435	Lin. Ft.	5.50	5.50	7,892.50	7,892.50
*Drive Steel Casings	22	Each	65.00	65.00	1,430.00	1,430.00
*Class "A" Concrete	129.3	Cu. Yds.	61.00	61.00	7,887.30	7,887.30
*Metal Reinforcement	25,410.68	Lb.	.12	.12	3,049.28	3,049.28
*Remove Old Bridge	All		700.00	700.00	700.00	700.00
FOGARTY CREEK BRIDGE 4143 A						
*Shoring and Cribbing, Etc.	All		$3,000	$3,000	$ 3,000.00	$ 3,000.00
*Structural Excavation	97.51	Cu. Yds.	6.00	6.00	585.06	585.06
*Furnish Timber Piling	8,400	Lin. Ft.	.75	.75	6,300.00	6,300.00
*Drive Timber Piles	112	Each	42.00	42.00	4,704.00	4,704.00
*Class "A" Concrete	475.76	Cu. Yds.	61.00	61.00	29,021.36	29,021.36
*Metal Reinforcement	98,580.67	Lb.	.117	.117	11,533.94	11,533.94
*PA #1 Weld Splice Pile Casing	14	Each	9.00	9.00	126.00	126.00
**PA #2 Extra Clearing & Grubbing	.407	Acre	700.00	765.21	311.44	284.90
*PA #3 Eliminate Post Brackets	6	Each	5.00			- 30.00
**PA #4 - 2" Galv. Pipe	302	Lin. Ft.	.65	.55	166.23	196.30
**PA #4 Drainage Excavation	16.24	Cu. Yds.	3.00	3.28	53.26	48.72

Contract No. 4324

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
**PA #5 Add'l Rock Slope Protection	4,614	Cu. Yds.	$ 3.05	$ 3.33	$ 15,383.36	$ 15,072.70
*PA #6 200-300 Asphalt in Binder Course	38.28	Tons	40.00	33.98	1,300.66	1,531.20
*PA #6 RC-3 Asphalt in Binder Course	152.08	Tons	43.00	41.37	6,291.27	6,539.44
*PA #6 3/4"-0 Aggregate in Binder Course	1,667	Cu. Yds.	3.35	3.34	5,576.75	5,584.45
**PA #7 Selected Sand Backfill	727.5	Cu. Yds.	1.00	1.09	795.26	727.50
**PA #8 Clear & Level Parking Area	123.245	Hours	15.49	16.93	2,086.84	1,909.07
**PA #9 Bench Cut	1,721.4	Cu. Yds.	.47	.35	607.28	809.06
**PA #9 Channel Change	943.7	Cu. Yds.	.47	.30	284.85	443.54
**PA #10 Install 36" Corr. Metal Pipe	110	Lin. Ft.	15.05	17.27	1,899.31	1,743.50
**PA #10 36" Corr. Metal Pipe Bands	5	Each	15.83	15.80	78.97	79.15
**PA #11 Extra for Gen. Exc. Behind Original Cut Slope	2,757.8	Cu. Yds.	.4851	.52	1,428.69	1,337.81
*PA #12 Extra Allow. on Aggr. in Binder Course	392	Cu. Yds.	.65	.65	254.80	254.80
**PA #13 Add'l Drainage Exc.	3,323.37	Cu. Yds.	1.67	1.67	5,550.03	5,550.03
**PA #13 Add'l Short Overhaul	51,070	Yd. Stas.	.01	.01	510.70	510.70
**PA #13 Add'l Long Overhaul	6,483.6	C-yd. Stas.	.30	.30	1,945.08	1,945.08
**PA #13 Add'l 8"-0 Rock in Riprap Foundation	6,799	Cu. Yds.	.385	.42	2,861.41	2,617.62
**PA #13 Exc. Below Grade	3,800	Cu. Yds.	1.70	1.86	7,061.65	6,460.00
**PA #14 Roller with Operator	13.5	Hours	9.06	7.54	101.85	122.31
**PA #14 Power Grader with Operator	13.5	Hours	13.41	9.44	127.47	181.04
*PA #15 Cement Adj. Bridges, Favor of Contractor	28.683	Bbls.	4.95	4.95	141.98	141.98
**PA #15 Cement Curbs, Favor of State	17.36	Bbls.	4.79			- 83.15
**PA #16 Purchase Excess 8" C.M.P.	80	Lin. Ft.	1.46	1.46	116.80	116.80

Contract No. 4324

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
**PA #16 Purchase Excess 8" Collars, Coated	10	Each	$ 1.46	$ 1.46	$ 14.60	$ 14.60
**PA #16 Purchase Excess 8" Collars, Uncoated	14	Each	1.30	1.30	18.20	18.20
**PA #16 Purchase Excess Corr. Metal Catch Inlets	6	Each	26.00	26.00	156.00	156.00
* & ** FORCE ACCOUNT						
					11,783.95	10,867.70
					$794,642.45	$729,332.05

	Gross Revenue	Total Cost	Profit	Loss	Net Loss	% Profit	% Loss	Total % Loss
* J.C. Compton Co.	$425,807.50	$414,661.92	$11,145.58			2.6		
** J. M. Arenz	303,524.55	379,980.53		$76,455.98			25%	
	$729,332.05	$794,642.45	$11,145.58	$76,455.98	$65,310.40			9%

Detail of Cost
J. C. Compton & J. M. Arenz

Labor:

Supervision	$ 2,400.00	
Labor	208,885.54	
Labor Insurance	16,823.27	
Health and Welfare	6,338.52	$234,447.33

Materials:

12" Concrete Pipe	2,631	Lin. Ft.	at	$0.95	$ 2,499.45	
18" " "	3,312	" "	"	2.00	6,624.00	
24" " "	147	" "	"	2.75	404.25	
60" Corr. Metal Pipe	18	" "	"	18.91	340.38	
60" " " Band	1	Each	"	37.82	37.82	
8" Corr. Metal Perf. Pipe	4,149	Lin. Ft.	"	1.42	5,891.58	
8" " " Bands	205	Each	"	1.30	266.50	
8" Concrete Sewer Pipe	396	Lin. Ft.	"	0.47	186.12	
12" " " "	444	" "	"	0.82	364.08	
15" " " "	282	" "	"	1.30	366.60	
18" " " "	729	" "	"	1.70	1,239.30	
36" Corr. Metal Pipe	110	" "	"	9.46	1,040.60	
36" " " Bands	5	Each	"	9.46	47.30	
RC-3 Asphalt	152.08	Ton	"	25.75	3,916.06	
RS-1 "	2.09	"	"	35.00	73.15	
Asphalt Used in Class "B" Mix	1,590	"	"	22.50	35,778.18	
200-300 Asphalt	38.28	"	"	22.50	861.30	
Freight on Asphalt	1,782.45	"	"	5.35	9,533.60	
Rock Purchased From Calkins Crushing Co.					199,555.15	
Amount Paid Lillebo for Bridge Building					76,447.50	345,472.92

Equipment Rentals & Misc. Supplies:

Equipment Rental Owned	$117,093.49	
" " Hired	15,918.60	
Gas, Oil and Grease	37,244.35	
Bond	4,982.85	
P.U.C.	703.17	
P.L. & P.D. Insurance	715.46	
Freight & Cartage	4,140.53	
Small Tools & Misc. Supplies	2,586.15	
Explosives	1,128.12	
Amount Paid Subcontractor for Cement Work and Guard Rail	13,421.53	
Home Office and General Overhead	14,290.70	
Heating Oil	2,497.25	214,722.20

Total Cost $794,642.45

Detail of Cost
J. C. Compton

Labor:				
Supervision			$ 2,400.00	
Labor			37,720.77	
Labor Insurance			3,130.09	
Health and Welfare			1,203.62	
				$ 44,454.48
Materials:				
RC-3 Asphalt	152.08 Ton at	$25.75	$ 3,916.06	
RS-1 "	2.09 " "	35.00	73.15	
Asphalt Used in Class "B"	1,590 " "	22.50	35,778.18	
200-300 Asphalt	38.28 " "	22.50	861.30	
Freight on Asphalt	1,782.45 " "	5.35	9,533.60	
All Rock Purchased from Calkins Crushing Co.			199,555.15	
				249,717.44
Equipment Rentals & Misc. Supplies:				
Equipment Rental Owned			$ 21,580.74	
" " Hired			3,599.10	
Gas, Oil and Grease			7,383.40	
Heating Oil			2,497.25	
Bond			2,826.46	
P.U.C.			528.17	
P.L. and P.D. Insurance			501.51	
Freight and Cartage			562.23	
Small Tools & Misc. Supplies			1,250.55	
Home Office and General Overhead			3,313.09	
Amount Paid Lillebo for Bridge Building			76,447.50	
				120,490.00
Total Cost				$414,661.92

J. M. Arenz

DETAIL OF COSTS

LABOR:

Labor	$171,164.77	
Labor Insurance	13,693.18	
Health and Welfare	5,134.90	
		$189,992.85

MATERIALS:

12" Concrete Pipe	2,631	Lin. Ft.	At	$ .95	$ 2,499.45	
18" Concrete Pipe	3,312	Lin. Ft.	"	2.00	6,624.00	
24" Concrete Pipe	147	Lin. Ft.	"	2.75	404.25	
60" Corr. Metal	18	Lin. Ft.	"	18.91	340.38	
60" Corr. Metal Bands		Each	"	37.82	37.82	
8" Corr. Metal Perf. Pipe	4,149	Lin. Ft.	"	1.42	5,891.58	
8" Metal Bands	205	Each	"	1.30	266.50	
8" Conc. Sewer Pipe	396	Lin. Ft.	"	.47	186.12	
12" Conc. Sewer Pipe	444	Lin. Ft.	"	.82	364.08	
15" Conc. Sewer Pipe	282	Lin. Ft.	"	1.30	366.60	
18" Conc. Sewer Pipe	729	Lin. Ft.	"	1.70	1,239.30	
36" Metal Pipe	110	Lin. Ft.	"	9.46	1,040.60	
36" Metal Bands	5	Each	"	9.46	47.30	
						$ 19,307.98

EQUIPMENT RENTAL & MISC. SUPPLIES:

Equipment Rentals (owned)	$ 95,512.75	
Equipment Rentals (hired)	12,319.50	
Gas, Oil, and Grease	29,860.95	
Bond	2,156.39	
P.U.C.	175.00	
P.L. & P.D. Insurance	213.95	
Freight and Cartage	3,578.30	
Small Tools and Misc. Supplies	1,335.60	
Paid to Subcontractors - Cement Work & Guard Rail	13,421.53	
Explosives	1,128.12	
Home Office and Overhead	10,977.61	
		$170,679.70
		$379,980.53

REMARKS:

This was a Federal-Aid Primary Project calling for two bridges, grading and paving of 6.30 miles of highway roadbed on the Siletz Bay-Depoe Bay Unit of the Siletz Bay-Miner Creek Section of the Oregon Coast Highway in Lincoln County.

The contract was bid October 28, 1954, awarded December 9, 1954, work started December 13, 1954 and the project completed July 9, 1957.

J. M. Arenz, grading contractor, subcontracted the clearing, excavation, all culvert pipe, the concrete work, guard rail, riprap rock, and portions of the sprinkling and hauling part of the crushed base and the 3/4"-0 rock. This contractor moved in one D-7 cat and dozer and a crew of six men on December 13, 1954 and started the clearing. As the work progressed more men and equipment were placed on the project. The clearing progressed very slowly considering the size of the crew and the amount of equipment used. A loss was suffered on this item.

The subcontractor proceeded with the pipe laying and the drilling, shooting, loading, hauling and placing of the riprap rock which was necessary at various placed to protect the slopes. The majority of this rock was placed at Fogarty Creek Bridge and a large quantity was placed near Boiler Bay. The large riprap rock was obtained from the state-controlled quarry located approximately 2.2 miles south of the south end of the project. This rock was drilled and blasted and broke in large pieces. A 1½-cubic yard shovel was moved in to load the large rock into five 7-cubic yard trucks. Slow progress was made on this operation due to sorting the small rock from the large rock. A portion of the 8"-0 rock was purchased and hauled from the Calkins Quarry located near Kernville.

The culvert pipe installation progressed slowly due to inexperienced labor and the inclement weather, and also traffic conditions on this heavily travelled highway. A loss was suffered on nearly all of the pipe installations.

The subcontractor started the excavation with the following equipment: two D-8 cats and scrapers, one HD-20 pushcat, and one D-6 cat and dozer used on the fill. As the grading progressed, three Euclid scraper units were added. These units were not the type of equipment to use on this work as the material was either rocky or too muddy and they were removed from the project after approximately 3 months.

The excavation was difficult to handle in various cuts. One cut at Station 276 to 277 had to be drilled and blasted. From Station 270 to 276 the material was wet and the cats and scrapers would have to have a pushcat to unload their load as well as to load it and it became necessary to abandon the cats and scrapers and move in a 1½-cubic yard shovel to excavate the material and place the material in trucks and haul to the fill. This cut was excavated from 3 to 4 feet below the original grade and backfilled with rock to insure a firm roadbed. This excavation was very costly. The same situation existed between Stations 313 and 318. The excavation on the north end of the project required the use of a 1½-cubic yard shovel and 4 trucks and 2 dumptors. Slow progress was made on this material which consisted of kelp ore. A loss was suffered on the excavation.

REMARKS: (Continued)

The contractor purchased all of the base, 3/4"-0, and the paving aggregate from the Calkins Crushing Company located near Kernville. The base rock was crushed, hauled and stockpiled adjacent to the highway at Station 193. The Class "B" asphaltic concrete aggregate was stockpiled adjacent to the highway between Stations 60 and 62. The Calkins Crushing Company also placed a portion of the base and 3/4"-0 rock on the grade.

The contractor moved in and set up his 4,000-lb. batch paving plant at the stockpile site between Stations 60 and 62. Paving was started August 8, 1955 on the sections from Stations 7+13 to 42 and from Stations 397+50 to 430. This required approximately 5 days and then the paving was discontinued for the winter.

Paving was resumed October 9, 1956 and continued until November 1, 1956. This completed the base course on the entire project. The placing of the top course was started June 7, 1957 and the paving completed June 29, 1957. A total of 25,016 tons of Class "B" was mixed and laid in a total of 245 hours for an average of 102 tons per hour, which was fair production for this vicinity.

The contractor had fair bid prices on the rock and the paving, low prices on the clearing and the excavation, good equipment and supervision. The contractor made a small profit and the subcontractor suffered a large loss.

M. N. Juve
Chief Cost Analyst

By

George Kayser

file

RECEIVED
NOV 25 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 19, 1957

(CONTRACT NO.) F110 (3) 4324	(EST. NO.)	(CONTRACT0R)	
(VOUCHER NO.) 4324	25 Final	J. C. Compton Company	
	(WARRANT NO.)	(AMOUNT)	(DATE)
26093	H196764	$24,094.13	11-18-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1955

Time Extensions: July 9, 1957

Completion Date: July 9, 1957

Date Accepted: Sept. 12, 1957

Penalties: None of record

Claims: Claims in amt. of $1,086.15 filed by Lantzee Motor Supply and Kernville-Gleneden Beach-Lincoln Beach Water Dist.

Remarks:

Date: Nov. 20, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

NOV 2[illegible] 1957
Jc

NOTED ON CARD
DM

RECEIVED
NOV 8 1957
FOR FILING
F-1(C)

4324

Nov. 7, 1957

CERTIFIED MAIL

Glens Falls Indemnity Company
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4324 for bridges, grading and paving on the Siletz Bay-Depoe Bay Unit, Siletz Bay-Miner Creek Section of the Oregon Coast Highway in Lincoln County was completed by the contractor, J. C. Compton Company, on July 9, 1957, and was formally accepted by the Highway Commission on Sept. 12, 1957.

Final payment in the amount of $24,094.13 will be released to the contractor on or after November 18, 1957. The total contract amount is $729,332.05, of which amount $10,867.70 represents force account items.

There are claims filed against this project, of which you have been previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:
Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD
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SEP 19 1957
FOR FILING

F 110 (8)

43-4

Sept. 18, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. C. Compton Co. in connection with Contract No. 4324, for bridges, grading and paving on the Siletz Bay-Depoe Bay Unit, Siletz Bay-Miner Creek Section of the Oregon Coast Highway in Lincoln County. This payment, in the amount of $2,567.09, will be released to the contractor on or after Sept. 28, 1957. The retained percentage is $21,811.48.

There are claims filed against this project, of which you have been previously notified.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm
cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

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SEP 16 1957
FOR FILING

F-110(8)

4324

Sept. 16, 1957

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission at its meeting held on Sept. 12, 1957 had under discussion your request for an extension of time from Oct. 31, 1955 to July 31, 1957 within which to complete your contract No. 4324, for the Siletz Bay-Depoe Bay Unit, Siletz Bay-Miner Creek Section of the Oregon Coast Highway in Lincoln County.

The Commission granted an extension of time to July 9, the date of completion of the project. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ecm

cc: Tom Edwards
J. D. Walker
Richard Lytle

NOTED ON CARD

Form E-1—10M—12-56

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(5)

324

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Siletz Bay - Depoe Bay Unit
Siletz Bay - Miner Creek

For Week Ending 7 September, 1957

Highway Oregon Coast County Lincoln

Kind of work Bridges, Grading & Paving

Contractor J. C. Compton Co.

Section prefix 21 - 1037

Date of contract 9 December, 1954

Contract number 4324

Date work started 13 December, 1954

Completion Date 31 October 55

Est. Date of Completion 9 July 57

Project authorization $ 803,248.44

Exclusive of engineering $ 723,248.44

Per cent of time elapsed 289 %

Estimated cost of completed project, exclusive of engineering $ 733,491.14

Estimated per cent overrun ~~or underrun~~ 1.42 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 80,000.00

Engineering cost to date $ 87,947.78, 109.93 %

Date project was completed 9 July, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi - Final estimate turned in Thursday, 5 September, 1957.

FINAL REPORT ON THIS PROJECT.

CONSTRUCTION DIVISION
RECEIVED
SEP - 9 1957

Noted
M. N. Juve

NOTED— ☒ CE ☒ A[illegible]E ☐ ACE ☐ ☒ COE

Signed Richard F. Lytle

Address P. O. Box 37, Newport, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 136

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.30	7.57			7.57
Miles partially completed					
Miles completed	6.30	7.57			7.57
Total estimated quantities (contract)	313,000	67,000			26,000
Total quantities corrected to date	304,729.3	78,995			25,016.093
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	CLEAR		
Monday	CLEAR		
Tuesday	CLEAR		
Wednesday	CLEAR		
Thursday	CLEAR		
Friday	CLEAR		
Saturday	CLEAR		

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AUG 28 1957
FOR FILING

F-110(2)
4324

August 27, 1957

Request for extension of time
No. 3
September 12 and 13 meeting

Oregon State Highway Commission

Gentlemen:

Herewith a request from J. C. Compton Company for an extension of time on the Siletz Bay-Depoe Bay Unit, Contract No. 4324, from October 31, 1955 to July 31, 1957.

Bids for this project were received October 12, 1954, and the contract was awarded December 9, 1954. The contractor commenced clearing on December 13 and, with the exception of a two-week shutdown at Christmastime, worked continuously on clearing until its completion on July 30, 1955. Excavation work started June 13 and continued until October 15, when wet weather forced a shutdown for the winter. At that time approximately 180,000 yards of a total estimated 313,000 yards had been moved.

Grading work was resumed March 19, 1956 and completed September 19. Placing of base rock commenced August 29 and was completed October 10. Paving was started October 10, and the base course was completed October 27, at which time the plant was shut down for the winter. Paving was resumed June 3, 1957, and all work on the project was completed July 9, 1957.

The contractor cites as his reason for noncompletion the inability of his subcontractor to complete the grading in reasonable time. While this is in effect true, it is not a very clear statement of the condition which caused the delay, as the subcontractor would, of course, be subordinate to the prime contractor. What actually occurred was that unanticipated delays in the clearing and grading work were caused by traffic and by weather and were more aggravating than had originally been anticipated.

In view of the above facts, it is my recommendation that the extension be granted to and including July 9, the actual completion date, without penalty.

Mr. C. C. Polk of the Bureau of Public Roads has agreed to an extension only to December 31, 1956 without penalty. This means that we will be unable to secure federal participation in the engineering costs involved after December 31, with the result that the State will lose about $500 of participating funds; however, in view of the above statements, it is my belief that the contractor should not be penalized.

This is not a liquidated damages contract.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
cc Mr. Tom Edwards

EAP:ob hi

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AUG 6 1957
FOR FILING

OREGON DISTRICT F-110(8)

4324 08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

REFERRED TO
Cooper
By State Highway Engineer

Info Only

August 2, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-110(8)
Siletz Bay-Depoe Bay

Dear Sir:

Reference is made to your letter dated July 31, 1957 concerning sight posts on subject project.

Of course we did not intend to suggest that you should have let the work to the contractor at a total cost of $1,150 whereas your estimated cost of the State's furnishing the materials and performing the work is $690. As you say, the matter is relatively trivial, and as such it was our thought that you would perform the work as planned without Federal participation in the cost thereof.

It is true that the authority to approve small quantities of State-furnished materials on Federal-aid projects rests with the Division Engineer. It is also true that the furnishing of the 230 sight posts for this single project might be construed as the furnishing of only a small quantity. However, if the practice of furnishing and/or reflectorizing sight posts is to become general, then certainly more than small quantities will be involved. Concurrence of the Washington office is then required before approval is given by the Division Engineer.

As mentioned in the last paragraph of our July 30 letter, we believe it would be profitable to explore the possibility of factory fabrication of reflectorized sight posts for use in those locations where the need for them is indicated.

Very truly yours,

C G Polk
C. G. Polk
Division Engineer

RECEIVED
[illegible] 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

Copy to Mr. Parker
for his information

Mr. Tom Edwards

RECEIVED
JUL 31 1957
FOR FILING

F-110 (8)

4324

A

July 31, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Your file 08-35

Dear Sir:

I note your disapproval of work order for furnishing and installing reflectorized sight posts on Oregon Project F-110(8), Siletz Bay-Depoe Bay Section.

This is a rather trivial matter, involving only 230 posts at $3 each, for a total of $690, but I fail to understand your reasoning in this matter.

From your letter I quote: ". . . sight posts which are readily available and a common item in contract construction are involved. Our approval of State-furnished materials is limited to those cases which involve quite unusual circumstances." On this job, as on many jobs, including Bureau of Public Roads projects on the forest highway system, additions to the original contract items are often required, and it is rarely that each and every anticipated minor item is completely covered in the original contract. In this instance, when the need of the sight posts was determined, we tried to effect a price agreement with the contractor. The lowest quotation we could get from him was $5 per sight post, which we knew was prohibitive in cost when compared to ordinary bid items on this type of work. We further determined that we could install the posts by state forces at a cost of not to exceed $3 each. Therefore, it would appear that you are suggesting that we should have let the work to the contractor for a total cost of $1150, whereas the cost should not exceed $690.

If I have failed to correctly understand this matter, I will appreciate being corrected.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi
cc Mr. Forrest Cooper
Mr. S. H. Probert
Mr. Tom Edwards

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

July 30, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-110(8)
Siletz Bay-Depoe Bay, Oregon Coast
Highway - Order for State Force Work,
dated July 2, 1957 - Furnish, install
and reflectorize sight posts.

Dear Sir:

Reference is made to your letter dated July 16, 1957 with which you submitted copies of subject work order for our approval.

We note that State-furnished materials including sight posts which are readily available and a common item in contract construction are involved. Our approval of State-furnished materials is limited to those cases which involve quite unusual circumstances. All copies of the order are returned herewith.

If it is planned to use reflectorized sight posts regularly, it would appear that factory fabrication of the end product desired would be feasible and most economical.

Very truly yours,

C G Polk

C. G. POLK
Division Engineer

Encl.

RECEIVED
JUL 30 1957
OFFICE OF
STATE HIGHWAY ENGINEER

cy to Parker

State Printing 75952

Form A-106—5M—5-54

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Project Name Siletz Bay-Depoe Bay Unit, Siletz Bay-Miner Creek Section
Date July 2, 1957

Highway Oregon Coast
Contract No. 4324 F. A. Project No. F-110(8)

County Lincoln
Prefix 21-1037 Account No. 263

Description of Work To Be Done:

Furnish, Install and reflectorize Type A sight posts.

Location by Station Numbers:

8+00 to 355+00

Estimate of Quantities and Costs:

230 sight posts $3.00 each = $690.00

Labor	$190.00
Materials	445.00
Equip. Rental	55.00
	$690.00

Explanation:

State forces better equipped to perform work, and will be able to do this job for $529.00 less than if work was performed by the contractor. $700.00 was set up in the Original Authorization for Sight Posts. This work has not been done.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 803,248.44
Present estimate of project cost, including $ 690.00 for work under this order	$ 820,925.34
Expected xxxxxxxxx over-run (amount)	$ 17,676.90
Expected xxxxxxxxx over-run (per cent)	2.2%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Richard F. Lytle
Richard F. Lytle Resident Engineer

Approval Recommended: /s/ Tom Edwards
Construction—Bridge—Engineer

Approval Recommended: /s/ R. D. Asburry
Asst. Division Engineer

Approved: /s/ Forrest Cooper
Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Assistant State Highway Engineer.

State Printing 75052

FORM E-1[illegible] 20M REVISED 8-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MC IVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

July 16, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 263 covering furnishing and installing, painting and reflectorizing sight posts on the Siletz Bay-Depoe Bay Unit, Siletz Bay-Miner Creek Section of the Oregon Coast Highway in Lincoln County, Contract No. 4324, in connection with Federal Aid Project No. F-110(8).

This work is necessary for protection of the traveling public and is a regular policy. The contractor's quoted price for the posts was $5.00 each. The state's estimated price is $3.00 each. The State has the equipment and crews available.

Your approval of this order on force account basis using State forces is requested. Equipment rental rates will conform to the established schedule. This work has not been done.

Very truly yours,

W. C. Williams
State Highway Engineer

By: Forrest Cooper
Forrest Cooper
Deputy State Highway Engineer

Encl.

RECEIVED
JUL 26 1957
FOR FILING

F-11[illegible]

4324

July 25, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

It is the intention of the State Highway Commission to release to J. C. Compton Company a portion of the funds heretofore retained by the Commission on Contract No. 4324, for bridges, grading and paving on the Siletz Bay-Depoe Bay Unit, Siletz Bay-Miner Creek Section of the Oregon Coast Highway in Lincoln County.

This payment, in the amount of $83,600.70, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $21,732.09. The present payment will be released on or after August 5, 1957.

There are claims filed against this project, of which you have been previously notified.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD
lm

RECEIVED
JUL 30 1957
FOR FILING

F-110 (8)

4324

July 25, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Siletz Bay-Depoe Bay Section, Contract No. 4324, Oregon F-110 (8), from October 31, 1955 to July 9, 1957, to J. C. Compton Company, contractor.

Bids for this project were received October 28, 1954, and the contract was awarded December 9, 1954. The contractor commenced clearing on December 13 and, with the exception of a two-week shutdown at Christmas, worked continuously on clearing until its completion on July 30, 1955. Excavation work started June 13 and continued until October 15, when wet weather forced a shutdown for the winter. At that time approximately 180,000 yards of a total estimated 313,000 yards had been moved.

Grading work was resumed March 12, 1956 and completed September 15. Placing of base rock commenced August 29 and was completed October 10. Paving was started October 10 and the base course was completed October 27, at which time the plant was shut down for the winter. Paving was resumed June 8, 1957, and all work on the project was completed July 9, 1957.

The contractor cites as his reason for noncompletion the inability of his subcontractor to complete the grading in reasonable time. While this is in effect true, it is not a very clear statement of the condition which caused the delay, as the subcontractor would, of course, be subordinate to the prime contractor. What actually occurred was that unanticipated delays in the clearing and grading work were caused by unusually wet weather and the further fact that delays caused by traffic were more aggravating than had originally been anticipated.

In view of the above facts, it is my recommendation that the extension be granted to December 31, 1956 without penalty and that engineering penalties be assessed from that date to and including July 9, the actual completion date.

Very truly yours,

W. C. Williams
State Highway Engineer

By: Forrest Cooper
Deputy State Highway Engineer

(Construction) FC:me
cc Mr. Tom Edwards

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FEB 11 1957
FOR FILING
F-1-1-1
4324

08-35

February 13, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-110(8)
Siletz Bay-Depoe Bay Sec., Oregon
Coast Highway
Order for State Force Work dated
Feb. 1, 1957 - Improvement of
Gleneden Beach Connections

Dear Sir:

Reference is made to your letter dated February 7, 1957 concerning subject work order.

Work on the project was started on December 13, 1954 with completion scheduled for October 31, 1955. During the fall of 1956, the base course of the asphaltic concrete pavement was laid. As the contractor is required to construct adequate connections to existing roads under the standard specifications, and the overrun in contract time and state of completion of the work indicate there has been ample opportunity for such accomplishment, it would appear that the work contemplated under subject order is essentially a maintenance operation and hence ineligible for Federal participation.

Accordingly, all copies of the order are returned herewith.

Very truly yours,

C. G. POLK
District Engineer

Attachments

Original with
encls. to Mr. Probert

NOTED
FORREST COOPER

RECEIVED
FEB 11 1957
FOR FILING

F-110(8)

4324

February 7, 1957

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Forces Work No. 275 covering improving the Gleneden Beach Connection on the Siletz Bay-Depoe Bay Unit, Siletz Bay-[illegible] Creek Section of the Oregon Coast Highway in Lincoln County, Contract No. 4324, in connection with Federal Aid Project No. F-110(8).

Request is made that force account basis of performance be allowed.

It is necessary that the Gleneden Beach connection to the new construction be improved for the use and safety of the traveling public and local traffic. The contractor has no equipment or men working. The state has a crew and equipment available.

This work has not been done. Equipment rental rates will conform to the standard schedule.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DHP:ew
Encl.

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JAN 29 1957
FOR FILING

F-110 (8)

4224

file

08-35

January 25, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-110(8)
Siletz Bay-Depoe Bay
Extra Work Order No. 19,
Dated December 3, 1956

Dear Sir:

It would appear that the contractor could be compensated for the performance of the work contemplated by subject Work Order under bid items (2) Drainage Excavation; (5) Short Overhaul; (6) Long Overhaul. All copies of the order are therefore returned herewith.

In general, in areas where adequate foundations for drainage facilities entail the use of methods and materials not ordinarily needed or employed, the inclusion of a covering special provision precludes uncertainty as to the work required and the payment therefor. Specifically, we refer to such a statement as is found in the special provisions for Oregon Project SF-124(7), Frankport-Greggs Creek Unit under the heading "Foundation for Pipes in Poor Subsoil" at the bottom of Page 13.

Very truly yours,

C. G. POLK
District Engineer

By

E. H. COWAN
Principal Highway Engineer

Attachments

Original referred to Mr. Probert with notation: "Please discuss with Edwards to see if it is worthwhile discussing further with Polk"

RECEIVED
JUL 19 1957
FOR FILING
F-110(8)

4324

July 17, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 9, 1957, on Contract No. 4324, Siletz Bay-Depoe Bay Unit, Siletz Bay-Miner Creek Section, in Lincoln County, in connection with Federal Aid Project No. F-110(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc: Clarence G. Swensen

DBP:cr

RECEIVED
JUL 17 1957
~~FOR FILING~~
F-110(8)

4324

July 16, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 263 covering furnishing and installing, painting and reflectorizing eight posts on the Siletz Bay-Depoe Bay Unit, Siletz Bay-Miner Creek Section of the Oregon Coast Highway in Lincoln County, Contract No. 4324 in connection with Federal Aid Project No. F-110(8).

This work is necessary for protection of the traveling public and is a regular policy. The contractor's quoted price for the posts was $5.00 each. The state's estimated price is $3.00 each. The State has the equipment and crews available.

Your approval of this order on force account basis using State forces is requested. Equipment rental rates will conform to the established schedule. This work has not been done.

Very truly yours,

W. C. Williams
State Highway Engineer

By:

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

RECEIVED
DEC 24 1956
FOR FILING

FORM E-90X—25M—6-55—98208

F-110 (8)

-1324

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1956

SUBJECT: [illegible] Fish Market
Encroach easement-Depoe Bay

To: MEMO TO THE FILE

Right of Way Agents Norlin and Benner contacted Mr. Sullivan, who had previously requested an easement for a porch to his establishment on the highway right of way. The easement was prepared, and when Mr. Norlin and Mr. Benner took it to Mr. Sullivan to be signed, they were informed that Mr. Sullivan had sold the property to a man by the name of Balch.

Mr. Balch, the new owner, contemplates raising the building up to highway level after which time it will be necessary to construct a sidewalk or possibly some additional construction on the highway right of way back of the curb.

When Mr. Balch completes his improvement, he will notify us as to the type of encroachment required at which time a new agreement will be prepared.

E. F. Chidsey
Ass't. Right of Way Engineer

EFC:amj

cc - Forrest Cooper ✓

RECEIVED
DEC 20 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

Salem, Oregon
December 7, 1956

Mr. R. L. Porter
Right of Way Engineer

Mr. W. E. Sullivan, who owns the Spouting Horn Fish Market just northerly from Depoe Bay, wrote to the Department on September 10, 1956 and complained about the entrance to his building, stating that since our new construction had been completed in that area it was difficult for his patrons to get in and out of his building.

Investigation disclosed that the Porch on Mr. Sullivan's market was encroaching upon the highway right of way. In order to resolve this matter we directed a letter to Mr. Sullivan on October 31, 1956 in which we told him of the encroachment and suggested that he construct a stairway down to his floor level. We further told him that we would issue a permit for the stairway and an encroachment permit covering the porch. On November 8, 1956 Mr. Sullivan accepted the proposal.

I have had permit forms prepared by the Legal Department, two copies of which I hand to you, with the request that you have one of our right-of-way agents contact Mr. Sullivan and secure his signature, after which the permit should be returned to me for presentation to the Commission.

Forrest Cooper
Deputy State Highway Engineer

FC:me

Encl.

RECEIVED
DEC 11 1956
FOR FILING

F-110 (8)

4324

December 10, 1956

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 19 covering disposing of unsuitable material on the Siletz Bay-Depoe Bay Unit, Siletz Bay-Miner Creek Section of the Oregon Coast Highway in Lincoln County, Contract No. 4324, in connection with Federal Aid Project No. P-110(8).

Price Agreement No. 7 provided for selected sand backfill material. The Extra Work Order provides payment to the contractor for loading, hauling and disposing of the excavated material unsuitable for either backfill or roadbed purposes.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DCP:lr

Encl.

RECEIVED
DEC 5 1956
FOR FILING

file

PORTLAND SERVICE OFFICE
R. L. METCALF
CLAIM MANAGER
225 S. W. 4TH AVENUE
TELEPHONE CAPITOL 8-7344

"Old and Tried" Organized 1849
Glens Falls
INSURANCE COMPANY
Glens Falls, N. Y.

JAMES S. HURRY, VICE-PRESIDENT
JOHN L. SERGEANT, SECRETARY
PACIFIC COAST DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO 4, CAL.

PORTLAND 4, OREGON

F-115(?)

4324

December 4, 1956

Oregon State Highway Commission
State Highway Department
Salem, Oregon

RE: Claim No: 73-MP-27839K
Insured: J. M. Arenz
Claimant: Gleneden Water District
D/Loss: July 1, 1955

Gentlemen:

We have a copy of your letter dated November 14, 1956, which was despatched to our Pacific Coast Department in San Fransisco, California, for further attention. This letter has since been referred to this office for further consideration.

Please be advised that a loss report was despatched to this office on December 2, 1955 and immediate contact was made with the claimant, the Gleneden Water District, December 21, 1955.

At the time of the loss the insured had directed a letter despatched with your signature to our office dated November 30, 1955, which was attached to other pertinent data.

Our insured felt that the damage to the water pipe was of little or no significance, much less to such an extent as to have caused excessive pressure on the water pump, as has been previously indicated by Mr. Wood in his demand as a representative of the Gleneden Water District.

It was further learned that the water pump was in such poor condition as to have constantly required extensive annual repair, for other reasons. In order to have facilitated an immediate and direct settlement we offered Mr. Wood a 50 percent as a full and final settlement of this matter, or roughly $25.00 for the water district's total $50.25 claim.

NOTED
FLOYD QUERY

Our insured organization questions the right of the Gleneden Water District to a claim inasmuch as they were unable to provide the insured organization with a relatively close location of said pipe to begin with.

Copy of your last letter dated November 14, 1956 indicates that the claim has now risen 50 percent or roughly $50.00 and we will continue to offer the total sum of $25.00 as an immediate measure of disposing this loss.

In the event the Gleneden Water District insists on pursuing the matter to such a degree, we can see no reason as to why we cannot defend the matter.

Very truly yours,

E. STUART GRYZIAC
ADJUSTER

ESG:kg

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DEC 5 1956
OREGON
STATE HIGHWAY COMMISSION

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DEC 24 1956
FOR FILING

F-110 (1)

4324

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 20, 1956

SUBJECT: Revocable Permit
Spouting Horn Fish Market
Depoe Bay - US101

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

L

In accordance with your request of November 13, 1956, we are submitting to your office for further handling six (6) copies of an encroachment permit by and between the State of Oregon and W. E. Sullivan and Ann Sullivan.

Gale K. Powell
GALE K. POWELL
Assistant Attorney

GKP:ph

RECEIVED
NOV 27 1956
OFFICE OF
STATE HIGHWAY ENGINEER

GKP:ph
11/19/56

ENCROACHMENT PERMIT

THIS AGREEMENT, made and entered into this ____ day of __________, 1956, by and between the State of Oregon, by and through its State Highway Commission, hereinafter called "State", and W. E. Sullivan and Ann Sullivan, his wife, hereinafter called "Permittees":

Recitals:

1. Permittees own a building situated on Lot No. 3, Oceanside Addition to Depoe Bay.

2. Said building has a covered porch and open landing which encroaches approximately four and one-half (4.5) feet upon State's right of way of the Siletz Bay-Depoe Bay Section of the Oregon Coast Highway (US 101) from approximately Highway Engineer's Station 372+93 to 373+25.

3. State has improved the Siletz Bay-Depoe Bay Section of the Oregon Coast Highway (US 101) in Lincoln County, said improvement resulting in a raised grade approximately 2.7 feet above the floor of said building where said Highway passes the property of Permittees.

4. Permittees reasonable use of the building requires the construction of an adequate stairway down from the back edge of the sidewalk to the building proper.

5. State has considered the request of Permittees and is willing to grant a permit upon the express terms, covenants and conditions of this agreement.

NOW, THEREFORE, the premises being in general as stated in the foregoing recitals, it is hereby agreed by and between the parties hereto, as follows:

1. State hereby gives Permittees permission to keep and maintain in its present location and condition that part of said building, covered porch and open landing which encroaches four and one-half (4.5) feet upon State's right of way, and to construct a stairway down from the back edge of the sidewalk to the building proper, upon the following express terms, covenants and conditions:

   a. The encroachments of the said building, covered porch, open landing, and stairway down to the floor level of said building shall be for the life of the existing structure only and no further or additional encroachments shall be made under the authority of this permit.

   b. Permittees shall construct the said stairway down to the level of the building floor in a good and sufficient manner with suitable guard rails for protection of the pedestrian using the said sidewalk.

c. State may revoke this permit by ninety (90) days written notice to Permittee mailed to the last known address of Permittees as shown by the records of the State Highway Commission.

d. Should this permit be revoked, the said encroachments, including the stairway to be constructed under this permit shall be removed at the sole expense of Permittees.

e. This permit shall not be transferred or assigned to a third party without the written permission and consent of State.

f. State reserves the further right to revoke this permit on notice mailed to the last known address of Permittees as shown by the records of the State Highway Commission, if said stairway to be constructed, and said covered porch and open landing is not maintained in a safe and proper condition.

g. In the event that said structure shall become completely destroyed, or partially destroyed to the extent of fifty per cent thereof, the same shall not be rebuilt, reconstructed or repaired as an encroachment on the said highway right of way without the express permission of the State in writing.

h. This agreement shall last for the life of the building unless previously revoked or terminated by agreement of the parties, by operation of law, or by the State exercising the rights retained by it in section (c), (f) and (g) of this permit.

2. By acceptance of this permit and the exercise of the rights granted herein, Permittees agree to hold blameless and harmless and shall indemnify the State of Oregon, its State Highway Commission and members thereof, its officers, agents and employees against any and all claims, demands, loss, injury, damage, actions or suits and costs of actions or suits whatsoever, which they or any of them may sustain by reason of acts, conduct, occupancy, operation or condition of the premises so occupies and/or used by Permittees, their agents or employees.

3. The premises, the use of which is granted herein, shall not be used in connection with the conduct of any business, occupation or purpose which is unlawful or constitutes a public or private nuisance.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and

GKP:ph
11/19/56

affixed their seals as of the day and year first above written.

ATTEST:

____
Secretary

APPROVED:

____
State Highway Engineer

APPROVED AS TO FORM:

____
Chief Counsel

ATTEST:

____

STATE OF OREGON, by and through its
State Highway Commission

By_______________________
Chairman

By_______________________
Commissioner

By_______________________
Commissioner

ACCEPTANCE OF PERMIT

The above permit is accepted according to all its terms, covenants, limitations and conditions, thereof, this ____ day of __________, 195__.

____
Permittee

____
Permittee

GKP:ph
11/19/56

RECEIVED
NOV 16 1956
FOR FILING

F-110 (8)

4324

Salem, Oregon
November 15, 1956

Contract No. 4324
Increase in
Authorization

Mr. Carmen H. Jones
Resident Highway Engineer
Newport, Oregon

This is to advise you that at its last meeting, the Highway Commission approved an increase of $62,000.00 in project authorization on Contract No. 4324, Siletz Bay-Depoe Bay Unit, Siletz Bay-Kiser Creek Section in Lincoln County.

The new project authorization is $803,248.44. This amount should be used in all future reports.

Very truly yours,

S. H. Probert
Office Engineer

SHP:kw

CC: J. B. Walker

RECEIVED
NOV 19 1956
FOR FILING
E-110 (8)
4324

November [illegible], 1956

Glens Falls Insurance Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by the Kernville-Gleneden Beach-Lincoln Beach Water District in Lincoln County, in the sum of $100.25, for damages to the Water District's water system as a result of contracting operations performed by J. C. Compton Company on Contract No. 4324 for work on the Siletz Bay-Depoe Bay Unit of the Oregon Coast Highway in Lincoln County.

This information is provided as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]:fp
Enc.

cc Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

NOTED ON CARD

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

AFFIDAVIT

STATE OF OREGON)
: ss.
County of Lincoln)

I, C. O. Adams, being first duly sworn, on oath depose and say:

That I am the duly elected, qualified and acting Secretary for the Kernville-Gleneden Beach-Lincoln Beach Water District, in Lincoln County, Oregon;

That the Kernville-Gleneden Beach-Lincoln Beach Water District has a claim against J. C. Compton Company, as principal contractor on contract No. 4324 with the Oregon State Highway Department for bridges, grading and paving on the Siletz Bay-Depoe Bay Unit of the Oregon Coast Highway, in Lincoln County;

That said claim arises in part out of damages to claimant's water system as a result of the performance of said contract by the principal contractor, J. C. Compton Company, in connection with raod grading operations;

That claimant had a pump which pumped water through a pipe across the highway right-of-way; that in connection with the principal contractor's road grading operations (performed, as claimant believes, by J. M. Arenz), claimant's water pipe was mashed so that water would not flow through same; that water accumulated in the pipe while the pump was in operation and created excessive pressure, which resulted in the pump burning out;

That said claim also arises in part out of damages to tile and tile covers belonging to claimant, which damage resulted from the principal contractor's road grading operations (performed, as claimant believes, by J. M. Arenz);

That claimant's damages to date include the following:

Damages resulting from the mashing of pipe as heretofore described	$41.25
Damages resulting to tile and covers	9.00
Legal expense in an unsuccessful attempt to collect from J. M. Arenz,	50.00
Total	$ 100.25

C. O. ADAMS

Subscribed and sworn to before me this 4th day of November, 1956.

RAYMOND G. WOOD
Notary Public for Oregon

My Commission Expires: January 22, 1958

(SEAL)

Endorsed
File No. 3568
Filed Nov. 8, 1956
EARL T. NEWBRY, Secretary of State

A

RECEIVED
NOV 19 1956
FOR FILING

F-110 (8)

4324

November 14, 1956

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

This is to acknowledge receipt of your letter of November 8 which had attached to it three copies of a claim filed with your office by C. O. Adams, Secretary for the Kernville-Gleneden Beach-Lincoln Beach Water District, in the amount of $100.25 for damages to the Water District's water system as a result of road contracting operations by J. C. Compton Company on our Contract No. 4324, your File No. 3568.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Nov. 8, 1956

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have received from Raymond G. Wood, Oceanlake, Attorney at Law, and filed as of today a notice of claim by Kernville-Gleneden Beach-Lincoln Beach Water District in the sum of $100.25 for damages to water system, against the bond taken from J. C. Compton Company, Principal, Highway contract No. 4324, our file No. 3568.

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo. C. Stephens
Clerk
Records Division

GS:M
Enc.

RECEIVED
NOV 9 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
NOV 16 1956
FOR FILING

E-110(8)

4324

Salem, Oregon
November 13, 1956

Revocable Permit
Spouting Horn Fish Market
Depoe Bay - US101

Mr. C. W. Enfield
Chief Counsel
OFFICE

For some time we have had correspondence with W. E. Sullivan who owns the Spouting Horn Fish Market about a quarter of a mile north of Depoe Bay on the westerly side of US101. It has finally boiled down to a point where we have agreed to give him a revocable permit for a porch which encroaches on the highway right of way, and also a permit for the construction of a stairway.

The purpose of this memorandum is to ask that you prepare a permit form and transmit it to me for further handling. I am attaching a copy of a map which gives the details and also copies of pertinent letters.

If you wish additional details, please contact Division Engineer Walker.

Forrest Cooper
Deputy State Highway Engineer

FC:fm

Attachments

cc Mr. W. C. Williams

REFERRED TO
Cooper
By State Highway Engineer

PO Box 301

Depoe Bay, Oregon.
Nov. 8th, 1956.

Mr. W. C. Williams,
State Highway Department,
Salem, Oreg.

Dear Mr. Williams:

In reply to your good letter of October 31st, it seems I should accept your offer in your last paragraph for a permit to build a stairway down to floor level of the Spouting Horn fish market, and an encroachment of the porch on your right of way.

Coming into the winter season, I wish you and the Highway crew good luck.

Yours truly,

W. E. Sullivan

A

RECEIVED
NOV 1 1956
FOR FILING
F-110 (2)

4324

Cross Referenced To:
Adm
Permits
Stairways

October 31, 1956

Mr. W. E. Sullivan
Depoe Bay
Oregon

Dear Sir:

Reference is made to your letter of September 10, regarding the raising of the highway in front of your fish market. We have made a field investigation of the circumstances and find that a small raise of grade was made at this point, which, along with construction of curbs and sidewalk, has placed the grade of the sidewalk approximately 2.7 feet above the floor of your market.

No right of way was purchased from you for the improvement of the highway and, as a matter of fact, it is found that your fish market encroaches some 4½ feet onto highway right of way. I have checked with our Legal Department and find that we have no obligation for the raising of your building and, in the absence of such obligation, cannot possibly spend state funds for doing so.

It appears, from sketch maps that we have on hand, that you could construct an adequate stairway down to the floor level of your market in the space between the back edge of the sidewalk and the market building. In view of your straitened financial circumstances, this would appear to be a good solution, and we will issue you a permit for the stairway and an encroachment of the porch on our right of way, if you so desire. Please advise.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. C. W. Enfield
Mr. Tom Edwards
Mr. J. D. Walker

LHY:jc hi

FORM E30—60M—6-50—96654

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 18, 1956

SUBJECT: Siletz Bay-Depoe Bay
Oregon Coast Highway
Contract No. 4324

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

In accordance with your assignment, we have investigated the complaint of Mr. W. E. Sullivan regarding the difference in grade between the floor of his market and our sidewalk. I am attaching hereto platted cross-sections showing the porch of this market along with a plan showing the encroachment of the completed porch.

My information is that Mr. Sullivan is a very elderly man, being 72 years of age. I believe that we should give him a permit to construct steps down to his market and covering the encroachment of his porch. I do not know if this would satisfy him; however, it would seem to be the best we could do for the old gentleman.

Attached hereto is a copy of a letter from Assistant Division Engineer Wimer, giving a report in detail.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Attach.

NOTED
FORREST COOPER

RECEIVED
OCT 24 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E30—90M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 11, 1956

SUBJECT: Spouting Horn Fish Market
Siletz-Depoe Bay Section
Oregon Coast Highway
Contract No. 4324

To: Mr. Tom Edwards
Construction Engineer
Office

Attention: Mr. L. H. Young

On September 13th you requested this office to investigate Mr. W. E. Sullivan's, proprietor of the Spouting Horn Fish Market, request that we raise the market even with the curb which we are constructing in front of his market in the vicinity of Station 373 on the Siletz Bay-Depoe Bay Section of the Oregon Coast Highway.

Prior to our construction, this market was located on a very wide shoulder of the highway. This shoulder sloped slightly away from the highway. Our widening project, which includes curbs 32 feet from center line or 18 feet from the right of way line, follows very closely the old pavement grade. The difference between pavement slope and the old shoulder slope plus the curb height plus [illegible] surfacing is approximately the amount our curb is above the floor of the market, 2.7 feet. See the attached sheet of cross-sections.

I see no obligation on our part to raise this building. This was discussed with Robert May, Assistant Chief Counsel, who advised that only if access were impossible because of change of grade would we be obligated. No vehicular access was possible previously, so this doesn't apply. Therefore, this request should be denied.

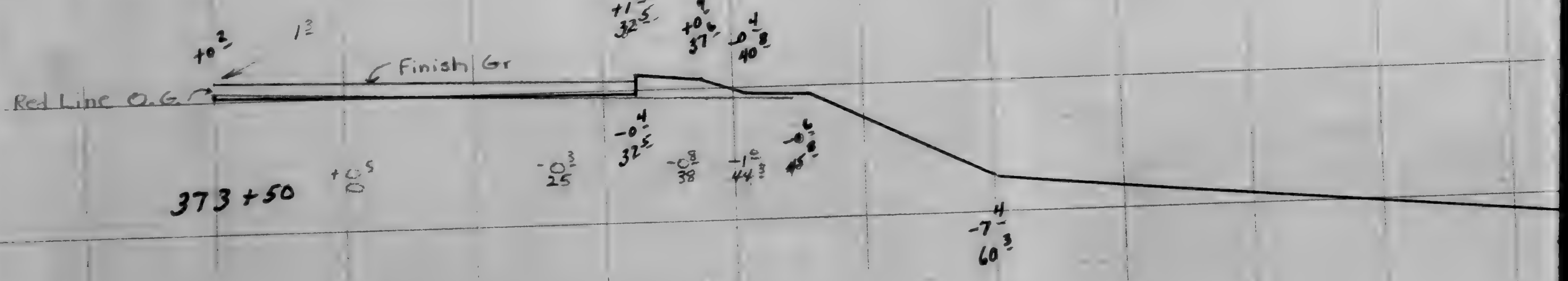
A sketch is attached showing the porch of the market on our right of way. I recommend we request this be removed from the right of way.

J. D. Walker
Division Engineer

By Gerald Wimer
G. W. Wimer
Assistant Division Engineer

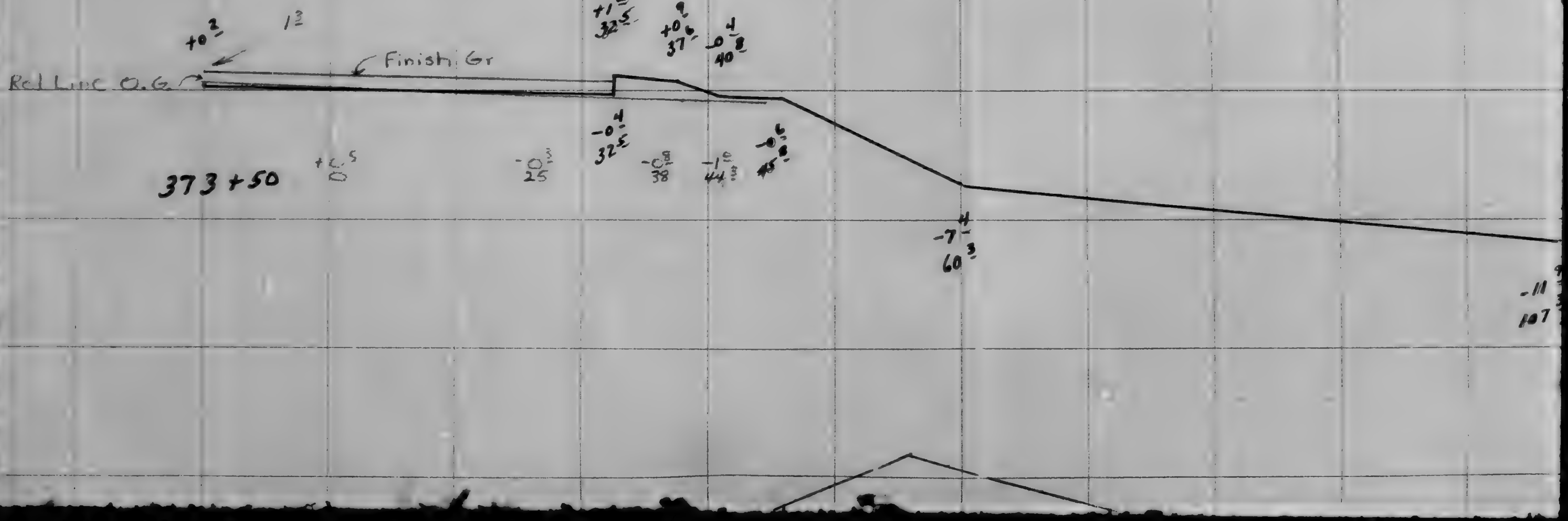
GWW:AM

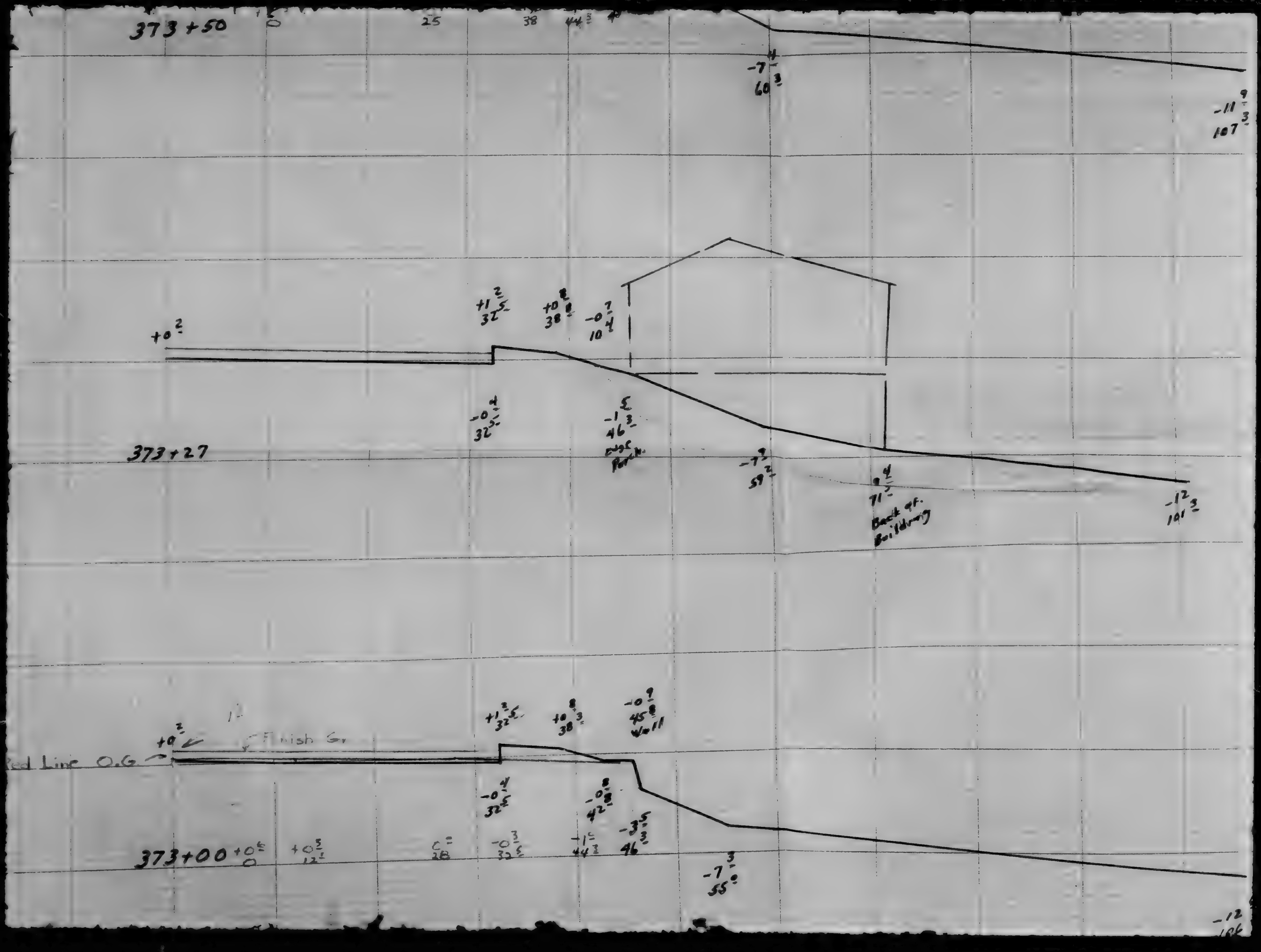
X-Sec- Crab Stand Vicinity
Depoe Bay - Siletz Bay

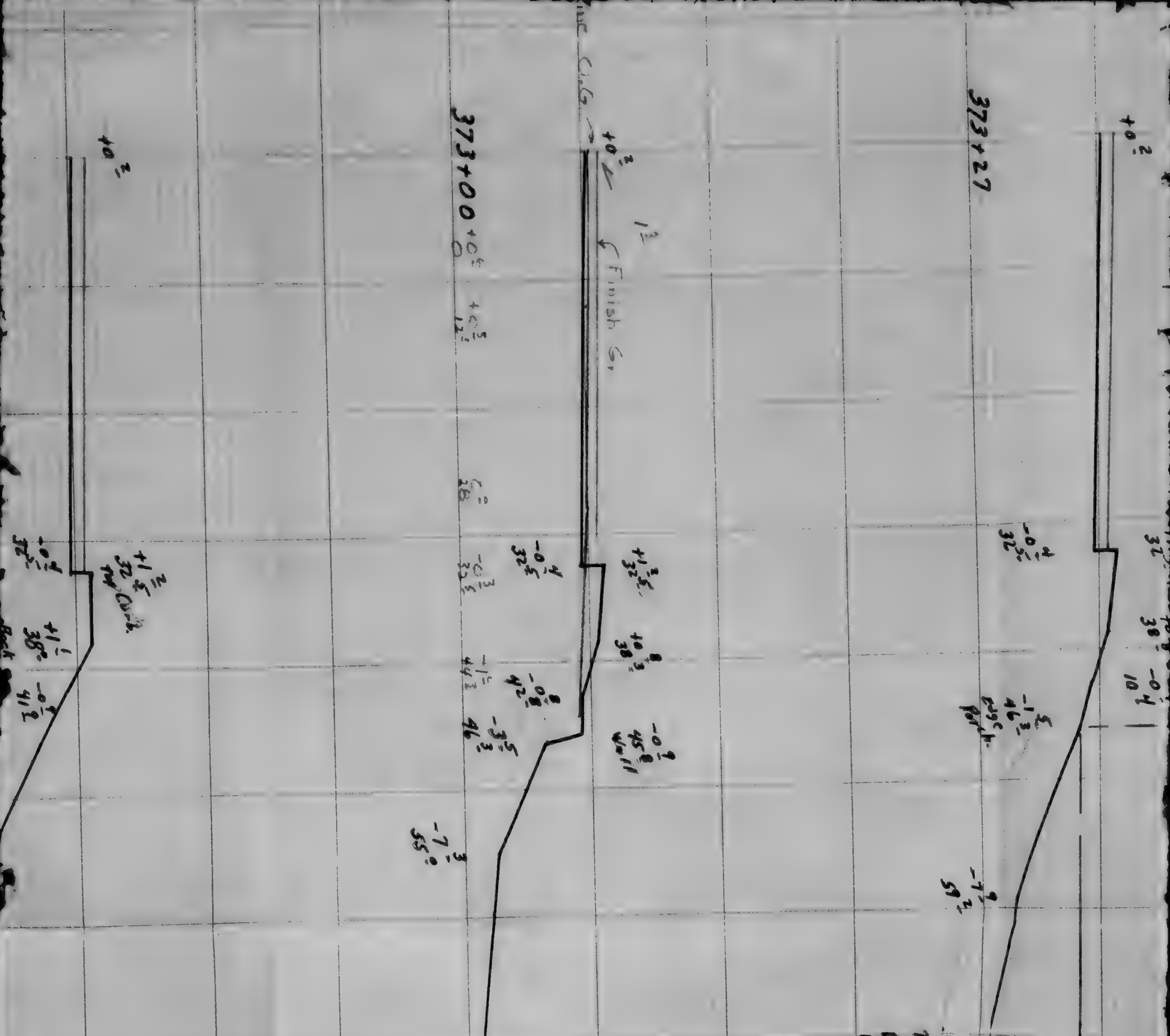


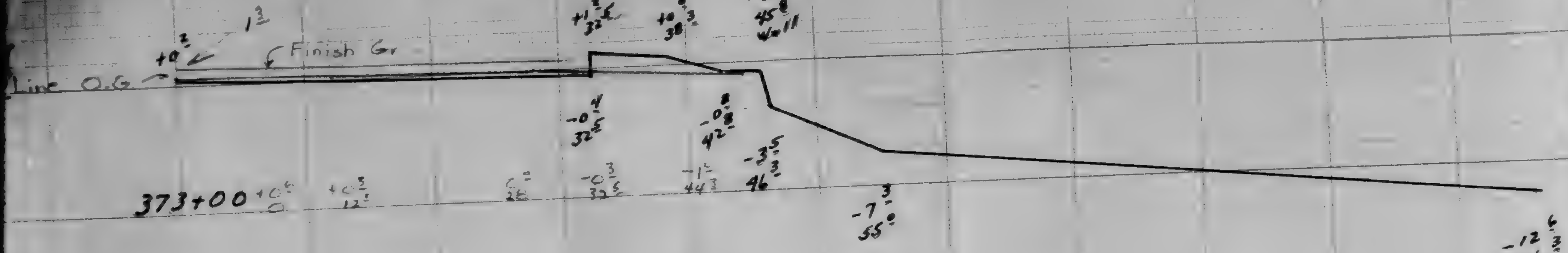
a

X-Sec. Crab Stand Vicinity
Depoe Bay - Siletz Bay.

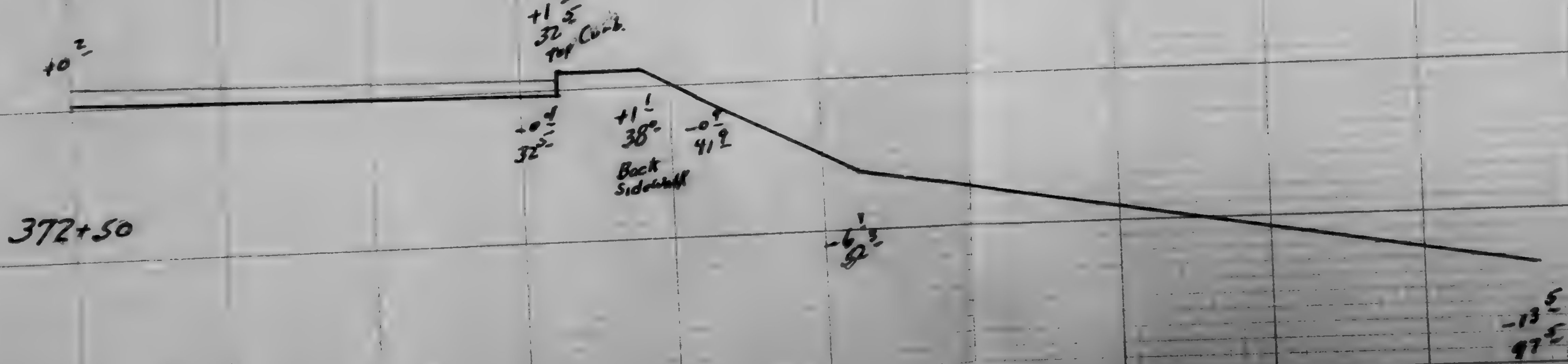



373+50
0
25
38
44^{3}
-7^{4} 60^{3}
-11^{9} 107^{3}
373+27
$+0^{2}$
$+1^{2}$ 32^{5}
$+0^{8}$ 38^{8}
-0^{7} 10^{4}
-0^{4} 32^{5}
-1^{5} 46^{3}
edge Porch
-7^{9} 59^{2}
0^{4} 71^{5}
Back of Building
-12 101^{3}
Red Line O.G.
Finish Gr
$+0^{2}$
$+1^{2}$ 32^{5}
$+0^{8}$ 38^{3}
-0^{9} 45^{8} Wall
-0^{4} 32^{5}
-0^{8} 42^{8}
-3^{5} 46^{3}
373+00 $+0^{6}$ 0
$+0^{5}$ 12^{2}
0^{2} 28
-0^{3} 32^{5}
-1^{5} 44^{3}
-7^{3} 55^{0}
-12 106


373+00
373+27
C.G.
Finish Gr.
+0.2
+1.2
-0.4
32.5
+1.2
32.5
Fnt. Curb
+1.1
38.0
-0.8
41.8
Back
+0.8
38.3
-0.8
42.8
-3.5
46.3
-0.9
45.8
Wall
-7.3
55.0
-12.6
106.3
-0.4
32.5
38.0
-0.4
10.4
-1.3
46.3
Porch
-7.9
59.2
-9.4
71.2
Back of Building
-12
101.2



373+00



372+50

Scale 1" = 10'

℄

Depoe Bay, Oreg.
Sept. 13th, 1956.

PLEASE RETURN TO
FORREST COOPER

Oregon State Highway Commission,
Salem, Oregon.

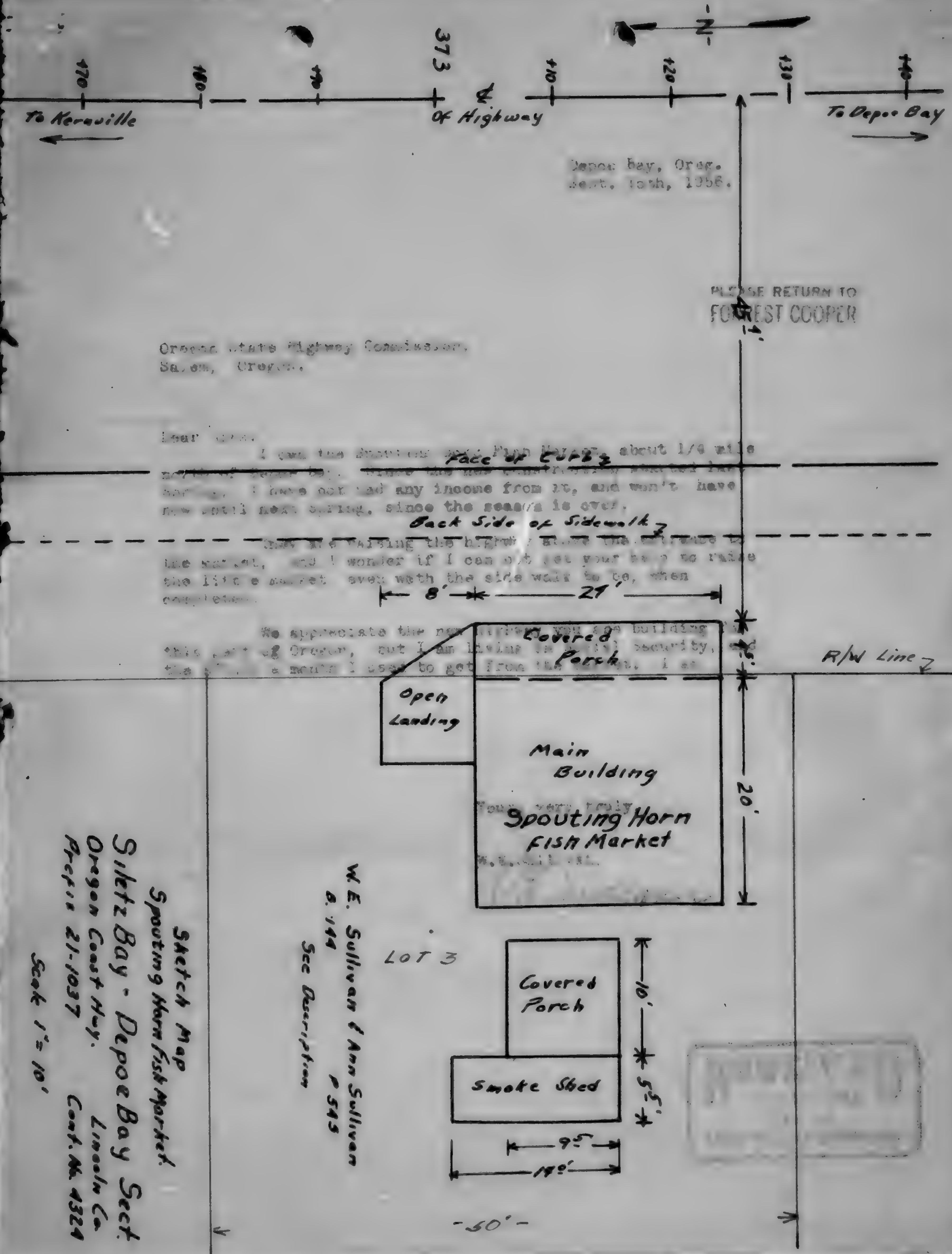
Dear Sirs:

I own the Spouting Horn Fish Market, about 1/4 mile north of Depoe Bay. Since the new construction started [illegible] [illegible], I have not had any income from it, and won't have now until next spring, since the season is over.

They are raising the highway above the entrance to the market, and I wonder if I can not get your help to raise the little market even with the side walk to be, when completed.

We appreciate the new [illegible] you are building [illegible] this part of Oregon, but I am living on social security, and the [illegible] a month I used to get from the market. I am

Yours very truly,
W.E. Sullivan.



W.E. Sullivan & Ann Sullivan
B. 144 P. 545
See Description

Sketch Map
Spouting Horn Fish Market
Siletz Bay - Depoe Bay Sect.
Oregon Coast Hwy. Lincoln Co.
Profile 21-1037 Cont. No. 4324
Scale 1" = 10'

Depoe Bay, Oreg.
Sept. 10th, 1956.

PLEASE RETURN TO
FORREST COOPER

Oregon State Highway Commission,
Salem, Oregon.

Dear Sirs:
I own the Spouting Horn Fish Market, about 1/4 mile north of Depoe Bay. Since the new construction started last Spring, I have not had any income from it, and won't have now until next Spring, since the season is over.

They are raising the highway above the entrance to the market, and I wonder if I can not get your help to raise the little market even with the side walk to be, when completed.

We appreciate the new highway ypu are building for this part of Oregon, but I am living on Social Security, and the $75.00 a month I used to get from the market. I am

Yours very truly,

W.E.Sullivan,
W.E. Sullivan

RECEIVED
SEP 11 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 30 1956
FOR FILING
F111 (?)
4324

4324

file

J. M. ARENZ
ROAD CONSTRUCTION
GENERAL CONTRACTOR

October 25, 1956

J.C.Compton Co.
McMinnville, Oregon

Dear Sir:

The amount owing Lantzco Motor Supply, Nelscott, Oregon, which was mentioned in the copy of the letter from H.B.Glaisyer, Secretary, Oregon State Highway Commission and written to Jewett, Barton, Leavy & Kern, Portland, Oregon and which you forwarded to us October 23, 1956 has now been paid in full.

The reason this account had not been paid before this was due to the fact that we had several invoices on Lantzco Motor Supply statement for which we had not received any Purchase Order from the job nor an authorization from our superintendent or foreman. The payment was held up until we received the proper information from the job, which unfortunately took longer than it should. However, the account, as we mentioned before, has now been paid in full.

We appreciate your calling this to our attention and are sorry it happened.

Very truly yours,

Blake Hopwood
Office Manager

Carbon Copy:

✓ H.B.Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED
FLOYD QUERY

RECEIVED
OCT 26 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 26 1956

FOR FILING
T-[illegible]

4324

Mrs Lewis

October 22, 1956

Lantzee Motor Supply
Nelscott
Oregon

Gentlemen:

This will acknowledge your letter of October 16, 1956, informing us that J. M. Arens Company shows a balance on your ledger of $985.90, which incurred while they were engaged in construction on Highway 101 between Kernville and Depoe Bay.

Our records indicate that J. M. Arens Company is a sub-contractor and J. C. Compton Company the prime contractor with the Oregon State Highway Department.

This project is the Siletz Bay-Depoe Bay Unit in Lincoln County, and our Contract No. 4324. Our Construction Division informs us this project has not been completed.

The State does not recognize sub-contractors on projects but looks to the prime contractor and the bonding company for satisfactory completion of the contract and payment of bills incurred.

The Glens Falls Indemnity Company agent, Jewett, Barton, Leavy and Kern, Lewis Building, Portland, Oregon furnish the performance bond for this contract.

Should you desire to protect your claim for a period longer than six months after the completion of this contract and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. For your guidance in preparing this filing we are attaching an excerpt from the Oregon Laws which outlines the necessary procedure.

This information will be noted in our records and we will advise the surety and the contractor of the receipt of your letter.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer,
Secretary

CWH:lt
Attachment

NOTED ON CARD

Lantzco
MOTOR
SUPPLY

AUTOMOTIVE MACHINISTS

NELSCOTT, OREGON

PHONE DELAKE 2200

4324
Lincoln Co.
Siletz Bay-Depot Bay
Unit
Siletz Bay-Mill Cr.

October 16, 1956

State Highway Commission
Salem, Oregon.

Gentlemen:

Our ledger shows a balance due us of $985.90, incurred by J M Arenz company while engaged in construction on highway 101 between Kernville and Depoe Bay. Sub-(Grading)

We submit this statement as a matter of record for the convenience of the Highway Commission.

Very truly yours

J M Lantz

JML/vb

REFERRED TO [illegible]
BY SECRETARY

[illegible]

J. C. Compton Co.
P.O. Box 66 McMinn-
4324

S = Glens Falls Indemnity Co.
A = Jewett, Barton, Leavy & Kem
Lewis Bldg.
Port. 4 - Ore.

RECEIVED
OCT 17 1956
OREGON
STATE HIGHWAY COMMISSION

[illegible]

RECEIVED
OCT 23 1956
FOR FILING
F 110 (2)

4324

Mr Lewis

October 22, 1956

Jewett, Barton, Leavy and Kern
Glens Falls Indemnity Company
Lewis Building
Portland 4, Oregon

Gentlemen:

We have received a letter from Lantaco Motor Supply, Nelscott, Oregon, informing us that J. M. Arens Company owes them in amount of $985.90, which incurred while the contractor was engaged in construction on U. S. Highway 101 between Kernville and Depoe Bay.

Our records indicate that this project is Contract No. 4324, the Siletz Bay-Depoe Bay Unit in Lincoln County. The prime contractor for this work is the J. C. Compton Company, P. O. Box 86, McMinnville, Oregon.

This information is furnished as your company appears as surety on the performance bond furnished with the above mentioned contract.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer,
Secretary

CWH:lt

cc: J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

A

RECEIVED
OCT 11 1956
FOR FILING

F 11 (8)

4324

October 11, 1956

Oregon State Highway Commission

Gentlemen:

The re-evaluation of the Siletz Bay-Depoe Bay Section, Contract No. 4324, J. C. Compton Company, contractor, indicates that there will be an overrun of the project authorization of approximately 8.4 per cent, amounting to $62,000.

The principal cause of this overrun is the necessity of augmenting our original drainage setup on the project by placing additional culverts and increasing the size of others to provide for a more workable and adequate drainage setup. The extremely heavy rains of the 1955-56 season indicated the changes were necessary. Also, it was necessary to add additional base rock due to encountering sections of highly plastic soils and to very materially increase the amount of riprap where the ocean threatened to encroach upon the roadbed.

This matter will be on the agenda for the Highway Commission meeting on November 8 and 9, and I respectfully request your approval of the $62,000 overrun.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. S. H. Probert
Mr. C. H. Maison

FC:mo fn

A

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AUG [illegible] 1956
FOR FILING

FORM E-30X—50M—11-55—[illegible]
F 110 (8)
1133[illegible]

L571

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
August 22, 1956

SUBJECT: Claim for damages by
Columbia Transport, Inc.
Siletz Bay-Depoe Bay Section
Oregon Coast Highway
Contract No. 4324

To:

Mr. C. W. Enfield
Chief Counsel

Office

Attention: Mr. R. L. May, Jr.

Pursuant to your letter of June 15 to Mr. W. C. Williams, I have had a field investigation made regarding the claim of G.A.Widening, Manager of Columbia Transport, Inc., concerning damage done to two vehicles allegedly caused by a ditch across the highway.

Attached hereto is a copy of a report from Mr. Cannon E.Jones, presently Resident Engineer on that job. He has taken the place of Mr.Kenneth Boardman who was Resident Engineer at the time the Columbia Transport, Inc., suffered the damage to the vehicles. Also attached is copy of a report from Mr. R. D. Asburry, Assistant Division Engineer.

Needless to say, these reports are not very definite as the matter was not brought to the attention of the field in time so that the actual circumstances surrounding this could be pin pointed. Evidence points to the fact that this is no doubt a responsibility of our contractor on the job and claim for damage should be made to him.

L. H. Young
L. H. Young
Asst. Construction Engineer

LHY:ep

Encl.

cc - Mr. Forrest Cooper

RECEIVED
[illegible] 1956
OFFICE OF
[illegible] ENGINEER

FORM 590—80M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 30, 1956

SUBJECT: Claim for damages by
Columbia Transport Inc.
Siletz Bay-Depoe Bay Section
Oregon Coast Highway
Contract No. 4324

To: Mr. Tom Edwards
Construction Engineer
OFFICE

Herewith, two copies of report by Carmon H. Jones, Resident Engineer, concerning damage to Columbia Transport, Inc. vehicles, which fairly well covers the conditions in the immediate vicinity of the claim site.

The general area had construction signs and construction work was in progress, giving the driver plenty of warning that he was in a construction area and should take due precaution.

The contractor, on this project, had been repeatedly instructed to keep the highway in such a condition that there would be no undue traffic hazards for the traveling public. It is therefore believed that the claim should be directed to the contractor and that it should be his responsibility to settle same.

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Asst. Division Engineer

RDA/jh

Encl.

RECEIVED
AUG - 9 [illegible]
DIVISION [illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Newport, Oregon
August 7, 1956

SUBJECT: Claim for damages by
Columbia Transport Inc.

To:

Mr. J. D. Walker
Division Engineer
State Highway Bldg.
Salem, Oregon

With regards to the claim by Columbia Transport Inc.

An 8" lateral for a storm sewer was laid under the existing pavement on May 29, 1956, at Station 362+25 on the Siletz Bay - Depoe Bay Unit of the Oregon Coast Highway in Lincoln Co. This was patched the same day with cold mix by the State Maintenance Crew.

Heavy traffic over the holiday pounded a sizeable dip in the trench. With all the traffic hitting this dip, including our own equipment, with no mishaps, it would seem strange that Columbia Transport Inc. is the only outfit with any claim.

It has lately been brought to the writers attention that Columbia Transport Inc. is making two claims. The first for the broken axle housing. Second accident two days later on another truck for an engine jumping from its mounts. Their first accident happened on June 2, 1956

Cannon H. Jones

Cannon H. Jones
Resident Engineer

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
AUG - [illegible]
DIVISION [illegible]

Newport, Oregon
August 7, 1956

SUBJECT: Claim for damages by
Columbia Transport Inc.

To:

Mr. J. D. Walker
Division Engineer
State Highway Bldg.
Salem, Oregon

With regards to the claim by Columbia Transport Inc.

An 8" lateral for a storm sewer was laid under the existing pavement on May 29, 1956, at Station 362+25 on the Silets Bay - Depoe Bay Unit of the Oregon Coast Highway in Lincoln Co. This was patched the same day with cold mix by the State Maintenance Crew.

Heavy traffic over the holiday pounded a sizeable dip in the trench. With all the traffic hitting this dip, including our own equipment, with no mishaps, it would seem strange that Columbia Transport Inc. is the only outfit with any claim.

It has lately been brought to the writers attention that Columbia Transport Inc. is making two claims. The first for the broken axle housing. Second accident two days later on another truck for an engine jumping from its mounts. Their first accident happened on June 2, 1956

Cannon H. Jones

Cannon H. Jones
Resident Engineer

ASSIGNMENT

Date: June 19, 1956 No. 6571 By wcw

Description: Letter from Robert L. May, Jr. dated June 15, with other correspondence attached, requesting investigation be made re claim for damages to two trucks owned by Columbia Transport, Inc., Portland. Contract No. 4324. Siletz Bay-Depoe Bay Section, Oregon Coast Highway.

Acknowledged by_____ Referred to COOPER

☒ Investigate and report with recommendation
☐ Such action as necessary and report
☐ Comment or recommendation
☐ Return with rough draft of reply
☐ Prepare reply for signature of Mr.________
☐ Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Executed 8-22-56 Report Received________

HIGHWAY DEPARTMENT
TMENT CORRESPONDENCE

lem, Oregon
ne 15, 1956

PLEASE RETURN TO
W. C. WILLIAMS

SUBJECT: Contract No. 4324
Siletz Bay-Depoe Bay Section
Oregon Coast Highway
Claim of Columbia Transport, Inc.

NOTED
W. C. WILLIAMS

.ease find the following: Letters of
ing, Manager of Columbia Transport, Inc.,
vehicles owned by the Corporation; a
rom Joseph P. Ruble, attorney at law,
e Highway Commission for the cost of
s of my letters of June 15, 1956, to Mr.
npany, the contractor on the highway

onsibility for damages in this case
Company. If, however, the J. C. Compton
if the claimants institute legal proceed-
sion would unquestionably be named as a
defendant. In order that we may protect ourselves against such an eventuality, it is requested that you have a complete investigation of the matter made so that we will have the same in our records.

Robt. L. May
ROBERT L. MAY, JR.
Assistant Counsel

RLM:aj
Enc.

NOTED
L. H. Young

RECEIVED
18 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E30—12½M—8-55—88209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

**PLEASE RETURN TO
W. C. WILLIAMS**

Salem, Oregon
June 15, 1956

SUBJECT: Contract No. 4324
Siletz Bay-Depoe Bay Section
Oregon Coast Highway
Claim of Columbia Transport, Inc.

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Enclosed herewith please find the following: Letters of June 11, 1956, from G. A. Widing, Manager of Columbia Transport, Inc., concerning damage done to two vehicles owned by the Corporation; a letter dated June 12, 1956, from Joseph P. Ruble, attorney at law, presenting a claim to the State Highway Commission for the cost of repairing the vehicles; copies of my letters of June 15, 1956, to Mr. Ruble and to J. C. Compton Company, the contractor on the highway project.

It appears that responsibility for damages in this case rests upon the J. C. Compton Company. If, however, the J. C. Compton Company denies liability, and if the claimants institute legal proceedings the State Highway Commission would unquestionably be named as a defendant. In order that we may protect ourselves against such an eventuality, it is requested that you have a complete investigation of the matter made so that we will have the same in our records.

Robert L. May, Jr.
ROBERT L. MAY, JR.
Assistant Counsel

RLM:aj
Enc.

L. H. Young

RECEIVED
18 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-139 90M REVISED 3-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Williams

June 15, 1956

J. C. Compton Company
McMinnville, Oregon

Re: Contract No. 4324
Siletz Bay-Depoe Bay Section
Oregon Coast Highway
Claim of Columbia Transport, Inc.

Gentlemen:

Enclosed herewith please find photocopies of two letters dated June 11, 1956, from G. A. Widing, Manager of the Columbia Transport, Inc., to Mr. Joseph P. Ruble, attorney at law, together with a photocopy of a letter dated June 12, 1956, from Mr. Ruble to the State Highway Commission. The letters concern a claim for damages to two trucks owned by Columbia Transport, Inc., allegedly caused by ditches across the highway. Construction activities at that location were performed by your forces under State Highway Contract No. 4324, and your attention is respectfully drawn to Articles 1.7.14, 1.7.15, and 1.7.16 of the Standard Specifications for Highway Construction which are a part of the State Highway Department Contract referred to above. We will appreciate your looking into this matter and taking such further action as may be necessary.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

ROBERT L. MAY, JR.
Assistant Counsel

RLM:aj
cc - Mr. W. C. Williams
Mr. Joseph P. Ruble
Enc.

FORM E-123 90M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 15, 1956

Mr. Joseph P. Ruble
Attorney at Law
Weatherly Building
Portland 14, Oregon

Dear Mr. Ruble:

This is in response to your letter of June 12, 1956, concerning the claim of Columbia Transport, Inc., for damages to two trucks owned by the Corporation. The project which created a condition which allegedly resulted in damage to the vehicles of the Columbia Transport, Inc., was not being conducted by State forces, but was under contract to the J. C. Compton Company of McMinnville, Oregon. I am forwarding a photocopy of your letter to the J. C. Compton Company for such further action as may be deemed necessary.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By
ROBERT L. MAY, JR.
Assistant Counsel

RLM:aj
cc - J. C. Compton Company
McMinnville, Oregon

cc - W. C. Williams ✓

TELEPHONE
BELMONT 5-3183

JOSEPH P. RUBLE
ATTORNEY AT LAW
WEATHERLY BUILDING
PORTLAND 14, OREGON

June 12, 1956

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

RE: Columbia Transport, Inc.

Columbia Transport, Inc. have asked me to present a claim for damage to two of their trucks under the provisions of ORS 366.430. Their letters in connection with their claim are enclosed.

This concern operates a fleet of tank trucks over a portion of the Oregon Coast Highway. The second truck hit the ditch mentioned in their letter before the driver could be warned of the situation after the first accident.

One of the drivers explained the situation to the writer as a series of ditches dug across the road and filled again after the tile or pipe had been laid. The traffic had compressed the fill to slightly below road surface on all but one of these ditches which were several feet apart. The ditch which caused the trouble had been filled with soft dirt which the traffic had churned to a loose mud, down several inches below the road surface; but all of the ditches were full to the top with surface water so that the condition of the ditch with the non-supporting fill looked no different from the others.

The driver slowed down to about ten miles per hour and crossed these ditches quite smoothly until the truck hit the one with the mud fill into which it dropped with a collision-like impact.

Both drivers reported the same conditions, except one reported he found a "slow" sign lying on the ground at the side of the road which had apparently blown over and was not visible from the highway. The other driver reported the "slow" sign was up when he came down the road, that he saw it and slowed down, and that everything was going nicely as he crossed the ditches until he hit the one referred to which looked like all the rest.

It was necessary for Columbia Transport, Inc. to send crews and trucks down from Portland to move these two trucks and on one of them it was necessary to transfer the gasoline cargo to another tanker. The loss all together exceeds the amount set forth in their letters by quite a mentionable sum, and I trust the Commission will give their claim careful consideration.

Under the circumstances, it would appear this one ditch should either have been filled to a carrying level with the rest, or a flare or some other effective warning set up. If the Commission has a special form applicable to this type of claim, please forward the necessary sets to me. If anything further is needed to enable the Commission to proceed with investigation and audit of the damage, please let me know.

Yours very truly,

J. P. Ruble

J. P. Ruble

JPR
mlo

Enclosures: Letters (2)

RECEIVED
JUN 14 1956
OREGON
STATE HIGHWAY COMMISSION

COLUMBIA TRANSPORT, INC.

P. O. BOX 1254 • 3347 N. W. ST. HELENS RD. • PORTLAND, OREGON
Telephone Capitol 2-9407

June 11, 1956

Mr. Joseph P. Ruble
Weatherly Building
Portland, Oregon

Dear Mr. Ruble:

On June 4, 1956 our truck number 102 struck a ditch that had been dug across Highway 101 just north of Depoe Bay, Oregon. This ditch had been dug by the State Highway Department and not properly filled. It, therefore, filled with water, giving drivers the appearance of just being a puddle of water in the road.

On hitting this ditch an aluminum differential housing was broken.

We have several witnesses to the effect that the road was left in a negligible manner and that our accident would not have occurred had the ditch been properly filled and the highway properly maintained. Also, for the record, there have been several cars owned locally at Depoe Bay that have been disabled in the same ditch.

Listed below is the amount involved in this claim which I wish you would present to the State of Oregon Highway Department for payment for reasons of their negligence on this occasion.

Replacement of parts and repair of parts	$289.50
Labor-2 mechanics-20 hrs. each @$4.50 per hr.	180.00
2 drivers helping-13 hrs. each @$2.18	56.68
Loss of use-@$50.00 per day - 3 days	150.00
	$676.18

Yours very truly,

COLUMBIA TRANSPORT, INC.

G. A. Widing

G. A. Widing
Manager

GAW:n

COLUMBIA TRANSPORT, INC.

P. O. BOX 1254 • 3347 N. W. ST. HELENS RD. • PORTLAND, OREGON

Telephone Capitol 2-9407

June 11, 1956

Mr. Joseph P. Ruble
Weatherly Building
Portland, Oregon

Dear Mr. Ruble:

On June 2, 1956 our truck number 108 struck a ditch that had been dug across Highway 101 just north of Depoe Bay, Oregon. This ditch had been dug by the State Highway Department and not properly filled. It, therefore, filled with water, giving drivers the appearance of just being a puddle of water in the road.

On hitting this ditch an aluminum motor support on the front of the truck was broken allowing the engine to fall to the ground.

We have several witness to the effect that the road was left in a negligible manner and that our accident would not have occurred had the ditch been properly filled and the highway properly maintained. Also, for the record, there have been several cars owned locally at Depoe Bay that have been disabled by the same ditch.

Listed below is the amount involved in this claim which I wish you would present to the State of Oregon Highway Department for payment for reasons of their negligence on this occasion.

Replacement of parts	$161.35
Labor- 2 mechanics - 11 hrs. each @ $4.50	99.00
1 driver helping 9 Hrs. @ $2.18	19.62
	$279.97

The above charges do not include the loss of use which I believe should be added at the rate of $50.00 per day for 12 hours or a total loss of use of $25.00 in this instance.

Yours very truly,

COLUMBIA TRANSPORT, INC.

G.A. Widing

G. A. Widing
Manager

GAW:n

RECEIVED
JUN 14 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 25 1956
FOR FILING

FORM E-90X—90M—11-55—80225
3-11-18
4324

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 20, 1956

SUBJECT: Siletz Bay-Depoe Bay Section
Oregon Coast Highway
Contract No. 4324

To:

Mr. J. D. Walker
Division Engineer

Office

NOTED
W. C. WILLIAMS

Herewith copy of letter from Assistant Counsel May to Mr. Williams concerning damage to Columbia Transport, Inc. vehicles. I also forward copy of letter from Joseph P. Ruble, attorney representing the Columbia Transport, Inc.

These claims have been referred by our Legal Department to the contractor for settlement, but it is believed that we should have an independent investigation made so as to have ammunition in reserve should we become a party to this action. Will you please investigate these two accidents and render report on them.

Forrest Cooper
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:ep

cc - W. C. Williams
Robert L. May, Jr.

RECEIVED
JUN 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 22 1956
FOR FILING

4324

June 19, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order For Extra Work No. 10 covering construction of detour road on the Siletz Bay-Depoe Bay Unit, Siletz Bay-Miner Creek Section of the Oregon Coast Highway in Lincoln County, Contract No. 4324, in connection with Federal Aid Project No. F-110(8).

Due to extremely wet conditions it is necessary to construct a detour road between Stations 271 and 281 to permit the flow of traffic.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

Encl.

DHP:eb

RECEIVED
JUN 1 - 1956
FOR FILING

F-114([illegible])

4324

6684

May 31, 1956

Mr. Verne Ayers, Manager
Oregon Coast Association
Post Office Box 1266
Newport, Oregon

Dear Mr. Ayers:

I have your letter regarding conditions affecting traffic on the Siletz Bay-Depoe Bay Section of the Oregon Coast Highway.

Mr. Walker, Division Engineer, informs me that he has discussed the matter with you carefully and has given you a resume of the problems encountered in rebuilding such a section under heavy traffic and of the precautions taken to insure safety to the public.

Let me say that I have given instructions that the engineer and contractor be particularly alert in affording maximum possible protection to traffic.

I thank you for your letter and for your interest in the matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

FORM 220—20M—11-55—20224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 31, 1956

SUBJECT: Assignment No. 6684 - RHB

To: Mr. R. H. Baldock
State Highway Engineer
Office

Please refer to correspondence from Verne Ayers, Manager, Oregon Coast Association, regarding traffic control during construction of the Siletz Bay-Depoe Bay Section of the Oregon Coast Highway.

I had a long talk with Mr. Ayers on this matter and explained the problems we encounter in constructing a project of this character under traffic where the new location is generally identical with the old.

Mr. Ayers informs me that the difficulties enumerated occurred during rainy periods and that he has had no further complaints since the weather has improved.

I have been insisting constantly that the Resident Engineer compel the contractor to use every precaution for traffic safety and especially in the use of flagmen, and it has been my observation that the contractor has been quite cooperative in this matter.

In the instance of the Garrison accident, the Resident Engineer insists that there was a flagman covering this operation. The heavy rain mentioned elsewhere came at night unexpectedly.

The situation is a difficult one, as we will have to carry the heavy tourist traffic and some incidents are bound to occur. We will attempt to keep them to a minimum.

I am enclosing a short letter to Mr. Ayers for your signature. I did not enter into any detail, as my personal discussion with him was thorough.

J. D. Walker
Division Engineer

RECEIVED
MAY 31 1956
OFFICE OF
STATE HIGHWAY ENGINEER

JDW:AM
cc Mr. Forrest Cooper
Mr. Kenneth Boardman

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 31, 1956

SUBJECT: Assignment No. 6684 - RHB

To: Mr. R. H. Baldock
State Highway Engineer
Office

Please refer to correspondence from Verne Ayers, Manager, Oregon Coast Association, regarding traffic control during construction of the Siletz Bay-Depoe Bay Section of the Oregon Coast Highway.

I had a long talk with Mr. Ayers on this matter and explained the problems we encounter in constructing a project of this character under traffic where the new location is generally identical with the old.

Mr. Ayers informs me that the difficulties enumerated occurred during rainy periods and that he has had no further complaints since the weather has improved.

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The situation is a difficult one, as we will have to carry the heavy tourist traffic and some incidents are bound to occur. We will attempt to keep them to a minimum.

I am enclosing a short letter to Mr. Ayers for your signature. I did not enter into any detail, as my personal discussion with him was thorough.

J. D. Walker
Division Engineer

RECEIVED
MAY 31 1956
OFFICE OF
STATE HIGHWAY ENGINEER

JDW:AM
cc Mr. Forrest Cooper
Mr. Kenneth Boardman

CEIVED
UN 1 - 1956
OR FILING

May 22, 1956

r. Verne Ayers, Manager
Oregon Coast Association
Post Office Box 1266
Newport, Oregon

Dear Mr. Ayers:

I have asked for a report on the situation with reference to the lack of flagmen and the routing of traffic on the construction work north of Depoe Bay and, as soon as I have it, I will reply to you.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi-5/17
cc Mr. J. D. Walker

(Assignment #6684 RHB)

ASSIGNMENT

Date: May 22, 1956 No. 6684 By RHB

Description: Letter 5-14-56 from Verne Ayers, Manager, Oregon Coast Association, regarding lack of flagmen and/or routing of traffic on US101 construction work north of Depoe Bay.

Acknowledged by RHB Referred to WALKER

XX Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr. ________
__ Contact correspondent and report

Remarks:

Executed 5-31-56 Report Received ________

---

n Coast
Association
POST OFFICE BOX 1266
NEWPORT, OREGON

May 14, 1956

fice has received numerous complaints
/or the route ing of traffic ~~and~~ the
now being done north of Depoe Bay in

ighway between Newport and my home in
nd experience with this situation.

heavy rain, three automobiles slid off the paved road opposite Boiler Bay State Park, and had to be pulled out by a Newport wrecker. This was due to the slippery, muddy conditions of the highway here, and there were no signs urging detour through the park.

Following the salvaging of these three cars, a detour sign was put up at the south end, but the north was left unclosed.

In another instance, a Mr. and Mrs. Garrison of the Paddock Motel, Yachats, were stopped by a bull-dozer, and while in a stopped position, the bull-dozer continued to back, causing injury to both Mr. and Mrs. Garrison. To the best of my knowledge, since I came along but a few minutes later, there was no flagman on duty at this time.

I presume that employment of flagmen or the use of precautionary measures is entirely up to the company doing the construction work. This letter to you is simply to let you know that there is a great possibility of trouble here this summer unless the contractor pays more attention to traffic.

Very truly yours,

OREGON COAST ASSOCIATION

Verne Ayers, Manager

VA:l

cc-Mr. H.C. Garrison

RECEIVED
MAY 16 1956
OFFICE OF
STATE HIGHWAY ENGINEER

The
Oregon Coast
Association

CHAMBER OF COMMERCE BLDG.
TELEPHONE 845

POST OFFICE BOX 1266
NEWPORT, OREGON

May 14, 1956

Mr. R.H. Baldock
State Highway Engineer
State Highway Department
State Highway Building
Salem, Oregon

Dear Mr. Baldock:

During the past six weeks, this office has received numerous complaints concerning the lack of flagmen and/or the rout~~e~~ing of traffic ~~and~~ on the U.S. 101 Highway construction work now being done north of Depoe Bay in Lincoln County.

Since I have been traveling this highway between Newport and my home in Wecoma Beach, I have some first-hand experience with this situation.

About three weeks ago, following a heavy rain, three automobiles slid off the paved road opposite Boiler Bay State Park, and had to be pulled out by a Newport wrecker. This was due to the slippery, muddy conditions of the highway here, and there were no signs urging detour through the park.

Following the salvaging of these three cars, a detour sign was put up at the south end, but the north was left unclosed.

In another instance, a Mr. and Mrs. Garrison of the Paddock Motel, Yachats, were stopped by a bull-dozer, and while in a stopped position, the bull-dozer continued to back, causing injury to both Mr. and Mrs. Garrison. To the best of my knowledge, since I came along but a few minutes later, there was no flagman on duty at this time.

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Very truly yours,

OREGON COAST ASSOCIATION

Verne Ayers

Verne Ayers, Manager

VA:l

cc-Mr. H.C. Garrison

RECEIVED
MAY 16 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-123 20M REVISED 2-55

RECEIVED
JUN 29 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 10, 1956

Stager and Adams
Attorneys at Law
Box 27
Taft, Oregon

Re: File No's. 22251 and 4050
Access to Oregon Coast Highway
Siletz Bay-Depoe Bay Unit
Sijota and Lewis Properties
Lincoln County

NOTED
H. B. GLAISYER

Gentlemen:

Since returning to Salem after our discussion yesterday, relative to a way of necessity across the Sijota property, I have examined the file on the property lying immediately to the north, which is the property on which you have indicated your clients Lyle Hasselbrink and Gladys Hasselbrink will desire access to the Oregon Coast Highway, instead of on the Sijota property.

Under date of August 2[illegible], 1955, we acquired a deed to the necessary additional right of way at this point from Laverne Lewis, also known as Lavern P. Lewis, which deed reserved a right of access on the westerly side of the highway, the use of which is restricted to "Private residential use, production and transportation to market of farm products and operation of existing sand, gravel and equipment storage activity, on the grantor's remaining land, only."

I discussed the matter with Mr. W. C. Williams, Deputy State Highway Engineer, this morning, and he confirmed my statement to you that the matter of the grant of any additional rights of access will have to be passed upon by the State Highway Commission.

In order to get the matter properly underway, I would suggest that you address a communication to Mr. Williams, State Highway Building, Salem, Oregon, stating just what rights of access you desire and your justification for the request. The request then can be processed by the Department Engineers for further action. It should be understood, however, that it will be necessary for you to secure any necessary permits from the owners or other persons having a present interest in the use of the existing right of access and the land abutting thereon, and, that any grant or permit which the Highway Commission may issue, if it decides to issue any grant or permit at all, must be subject to the approval of the owners of the abutting land and anyone having any rights therein.

6/2[illegible] [illegible]

I do not intend to invite a personal appearance before the Highway Commission on behalf of your clients, but if it is desired to personally appear and present the case, I would suggest that you address a communication to Mr. H. B. Glaisyer, Secretary to the Commission, for the fixing of a definite date and hour.

On the assumption that no direct access will be desired to the Oregon Coast Highway from the Sijota property, under your petition to the County Court for the establishment of a way of necessity across the Sijota property, the State Highway Commission will not participate further in the pending proceedings.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:RR
cc: Honorable Tom F. Skelton
County Judge
Newport, Oregon

Mr. John W. Purvis
Attorney at Law
P.O. Box 145
Reedsport, Oregon

Mr. W. C. Williams
Mr. H. B. Glaisyer ✓
Mr. C. W. Enfield

file

RECEIVED
DEC 14 1955
FOR FILING

F [illegible]
4324

PORTLAND SERVICE OFFICE
225 S. W. 4TH STREET
TELEPHONE ATWATER 7344

R. L. METCALF
CLAIM MANAGER

Glens Falls

GLENS FALLS INSURANCE COMPANY
GLENS FALLS INDEMNITY COMPANY
COMMERCE INSURANCE COMPANY
Glens Falls, New York

PACIFIC COAST DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO 4, CALIFORNIA

R. H. GRIFFITH, VICE-PRESIDENT
JOHN L. SERGEANT, SECRETARY
PACIFIC COAST DEPARTMENT

PORTLAND, OREGON

December 13, 1955

Oregon State Highway Department
Salem,
Oregon

Attention: H. B. Glaisyer ✓

Re: Claim No: 73MP27839K
Insured: J. M. Arenz
Claimant: Kernville-Gleneden Beach
Lincoln Beach Water Dist.
D/Loss: 7-1-55 contract 4324

Dear Sir:

This will acknowledge your letter dated November 30, 1955, in relation to the above captioned loss.

We insure J. M. Arenz, the sub-contractor for the J. C. Compton Co., in regards to a contract for grading and paving in the Siletz Bay- Depoe Bay region.

I have already acknowledged the attorneys letter and an investigation is presently under way.

We intend to reach an amicable solution to this claim in the near future.

Very truly yours,

E. Stuart Gryziec

E. STUART GRYZIEC
ADJUSTER

ESG:sf

cc: J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

NOTED
FLOYD QUERY

RECEIVED
DEC 14 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 5 - 1955
FOR FILING

(8)
4324

November 30, 1955

Glens Falls Indemnity Company
Pacific Coast Department
Mills Tower, 6th Floor
San Francisco, California

Gentlemen:

A letter has been received from Mr. Raymond G. Wood, Attorney at Oceanlake, in behalf of the Kernville-Gleneden Beach-Lincoln Beach Water District in Lincoln County. He states that J. M. Arens damaged the water district's facilities in his operations on the Oregon Coast Highway between Depoe Bay and Kernville. From the location given us by Mr. Wood, it appears that this contract is held by J. C. Compton Company for bridges, grading and paving the Siletz Bay-Depoe Bay Unit of the Oregon Coast Highway in Lincoln County, our Contract No. 4324. It may be that J. M. Arens was acting as subcontractor. No information was given as to the amount of the claim.

This information is furnished as your Company appears as Surety on the Performance Bond furnished for this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD

RAYMOND G. WOOD
ATTORNEY AT LAW
OCEANLAKE, OREGON
PHONE DELAKE 3516

November 28, 1955

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

As attorney for the Kernville-Gleneden Beach-Lincoln Beach Water District in Lincoln County, Oregon, I am writing you relative to a claim which this water district has against J. M. Arenz, who is constructing a piece of highway between Depoe Bay and Kernville on the Oregon Coast Highway in Lincoln County.

This claim arises out of damages done by J. M. Arenz in connection with highway construction. Under date of October 11th I wrote to J. M. Arenz at Portland, explaining this claim. As I ~~have~~ received no reply I wrote a second time on November 10th and sent the letter by certified mail. In response to this second letter, I received a reply on the stationery of J. M. Arenz, signed by Blake Hopwood, Office Manager, who informed me that my two letters to J. M. Arenz had been forwarded to his insurance company. Also, the insurance company was being requested to contact me immediately.

Although two weeks have passed, I have heard nothing from the insurance company, and I do not feel that I should have to wait any longer.

Please advise me at once as to how I should proceed to file the water district's claim with the Highway Commission and receive payment direct from the Commission. Although I have not seen the contract between J. M. Arenz and the Highway Commission, I am sure that it does not authorize the contractor to damage the water system of a municipal water supply corporation and then completely ignore a claim for damages.

I will appreciate hearing from you at your early convenience.

Yours very truly,

Raymond G. Wood
Raymond G. Wood

RGW:L

REFERRED TO [illegible]

prepare reply
note on card

[illegible]

RECEIVED
DEC 5 - 1955
FOR FILING

F-11 (1)
4324

Lewis B

November 30, 1955

Mr. Raymond G. Wood
Attorney at Law
Oceanlake, Oregon

Dear Sir:

This is in reply to your letter of November 28 concerning a claim that the Kernville-Gleneden Beach-Lincoln Beach Water District has against J. M. Arens. We have checked our record of contracts and find that the contract operations on the Oregon Coast Highway between Depoe Bay and Kernville are under the J. C. Compton Company as principal contractor on our contract No. 4324 for bridges, grading and paving on the Siletz Bay-Depoe Bay Unit of the Oregon Coast Highway in Lincoln County. It may be that J. M. Arens was acting as a subcontractor for J. C. Compton. The State does not recognize subcontractors but looks to the principal contractor for satisfactory completion of the project and payment of all bills and claims incurred in the contract.

The Glens Falls Indemnity Company, Lewis Building, Portland 4, furnished the bond with this contract, which bond is given to assure completion of the project and payment of all bills incurred in it. The State does not make payments direct to claimants but we do record the claims in our contract records and advise the surety and the principal contractor that the claim has been received. It might be well for you to file your claim with the insurance company and with J. C. Compton Company, P. O. Box 86, McMinnville.

Should you wish to protect the water district's claim for a period longer than six months following completion of the contract and acceptance by the Highway Commission, you should file the claim with the Secretary of State. For your convenience, we have attached excerpts from the Oregon Laws outlining the necessary procedure. At this date the contract is not completed.

So that our records may be complete, will you please advise us the amount of your claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD

FAQ:fp
Enclosure

RAYMOND G. WOOD
ATTORNEY AT LAW
OCEANLAKE, OREGON
PHONE DELAKE 3516

November 28, 1955

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

As attorney for the Kernville-Gleneden Beach-Lincoln Beach Water District in Lincoln County, Oregon, I am writing you relative to a claim which this water district has against J. M. Arenz, who is constructing a piece of highway between Depoe Bay and Kernville on the Oregon Coast Highway in Lincoln County.

This claim arises out of damages done by J. M. Arenz in connection with highway construction. Under date of October 11th I wrote to J. M. Arenz at Portland, explaining this claim. As I xxxx received no reply I wrote a second time on November 10th and sent the letter by certified mail. In response to this second letter, I received a reply on the stationery of J. M. Arenz, signed by Blake Hopwood, Office Manager, who informed me that my two letters to J. M. Arenz had been forwarded to his insurance company. Also, the insurance company was being requested to contact me immediately.

Although two weeks have passed, I have heard nothing from the insurance company, and I do not feel that I should have to wait any longer.

Please advise me at once as to how I should proceed to file the water district's claim with the Highway Commission and receive payment direct from the Commission. Although I have not seen the contract between J. M. Arenz and the Highway Commission, I am sure that it does not authorize the contractor to damage the water system of a municipal water supply corporation and then completely ignore a claim for damages.

I will appreciate hearing from you at your early convenience.

Yours very truly,

Raymond G. Wood
Raymond G. Wood

RGW:L

NOTED ON CARD
JL

REFERRED TO
[illegible]
BY SECRETARY

[illegible] note on card

RECEIVED
NOV 29 1955
STATE HIGHWAY COMMISSION

RECEIVED
SEP 30 1955
FOR FILING

F-110(8)

4324

September 26, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order For Extra Work No. 4 covering channel change on the Siletz Bay-Depoe Bay Unit, Siletz Bay-Miner Creek Section of the Oregon Coast Highway in Lincoln County, Contract No. 4324, in connection with Federal Aid Project No. F-110(8).

This work is necessary to prevent pooling of water and saturation of the fill.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

DBP:ch

Encl.

FORM E30—50M—10-54—79488

21-1037

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 5, 1955

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer

Dear Sir:

Slope protection rock at Fogarty Creek will overrun original estimated quantities by some 3,000 cubic yards. This was due to a change in the rock slope protection section over original plans. The section was changed, increasing the yardage, but estimated quantities were not corrected.

Originally at least 50 per cent of contemplated requirements was suitable rock rejected from former operations which was available to the contractor and required no blasting. The contractor must shoot all of the extra amount required; also, the extra rock is all needed at Fogarty Creek, which involves the maximum haul.

The price of $3.05 was reached in this manner:

Contract Price	$2.50
Blasting Costs	.30
Haul	.25
	$3.05

Yours very truly,

J. D. Walker
Division Engineer

JDW:AM

RECEIVED
JUL 27 1955
FOR FILING

AGENDA
JUN 30 1955

1B-11
1B-11

FORM 830—80M—10-54—79488

F-110(8)

4324

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1955

SUBJECT: AGENDA ITEM FOR JUNE 30-JULY 1 MEETING

File 4063
Siletz Bay-Minor Creek Section
Oregon Coast Highway
Lincoln County

To: Mr. H. B. Glaisyer
Secretary
State Highway Commission
OFFICE

Will you please place on the next agenda the matter of compensating the Kernville-Gleneden Beach-Lincoln Beach Water District the sum of $2352.59 for a complete release of all obligations contained in right of way option obtained under the above file. This amount of money is our own Engineering Department's estimate, plus 10% for contingencies.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/fn

R. E.

RECEIVED
JAN 18 1955
FOR FILING

F-110(8)
4324

January 17, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on December 13, 1954 on Contract No. 4324, Siletz Bay-Depoe Bay Unit, Siletz Bay-Miner Creek Section, in Lincoln County, in connection with Federal Aid Project No. F-110 (8).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

RBP:ch

file

RECEIVED
JAN 13 1955
FOR FILING

F-110 (8)
4324

January 13, 1955

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4324, which was awarded to you on December 9, 1954 by the State Highway Commission, covering the Siletz Bay-Depoe Bay Unit, Siletz Bay-Miner Creek Section of the Oregon Coast Highway in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
DEC 10 1954
FOR FILING

F-110 (8)
4324

December 7, 1954

NOTED
J. Mc C.

Mr. J. C. Compton
McMinnville
Oregon

Dear Sir:

The State Highway Commission on October 28, 1954 accepted your proposal for grading, paving, and construction of two concrete bridges on the Siletz Bay-Depoe Bay Unit, Siletz Bay-Miner Creek section of the Oregon Coast Highway in Lincoln County for the sum of $[illegible],767.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4324.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

cc: R. G. Savage (SIAC)
H. G. Smith
S. H. Probert
G. S. Paxson

Pac. Builder & Engineer, Inc.
2416 Third Avenue
Seattle 1, Washington
Attention: Dorothy McCormack

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
December 9, 1954
9:27 a.m.

Mr. J. C. Compton
McMinnville, Oregon

Contract for Siletz Bay-Depoe Bay Unit of Oregon Coast Highway, Lincoln County for which you submitted low bid on October 28, 1954 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

Files ✓

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SSP:ch

RECEIVED
DEC 10 1954
FOR FILING

F-110(8)

4324

December 9, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Siletz Bay-Depoe Bay Section of the Oregon Coast Highway in Lincoln County, Project F-110 (8), to the J. C. Compton Co. of McMinnville, Oregon, on the basis of the bid of $624,787.50 submitted on October 28, 1954.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:ch

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

December 9, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-110(8), Siletz Bay-Depoe Bay Unit, Oregon Coast Highway, we hereby concur as of this date in award of contract to J. C. Compton Company of McMinnville, Oregon, low bidder in the amount of $624,787.50 at the October 28, 1954 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
DEC 9 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 1 1954
FOR FILING

Contract
Fed. Aid
[illegible]
(F-110(4))

October 29, 1954

J. C. Compton Company
McMinnville
Oregon

Gentlemen:

The State Highway Commission on October 28, 1954 accepted your bid in the amount of $624,787.50 for grading, paving, and construction of two bridges on the Siletz Bay-Depoe Bay Unit, Siletz Bay-Miner Creek Section of the Oregon Coast Highway in Lincoln County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
E. H. Probert
R. G. Savage, SIAC
G. S. Paxson

RECEIVED
[illegible] 1954
FOR FILING

OREGON DISTRICT
Coast
Fed. Aid
Prog. & Prog.
F-110(8)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

October 13, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project F-110(8), Siletz Bay-Depoe Bay Unit, Siletz Bay-Miner Creek Section of the Oregon Coast Highway.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
OCT 20 1954
OREGON
STATE HIGHWAY COMMISSION

F-178(5) West Unit, Reedsport-Dean Cr. 1954
Sec., Umpqua Hwy.
#4325

F-178(5) West Unit, Reedsport-Dean Cr. 1954
Sec., Umpqua Hwy.
#4325

State: Oregon

Project No.: F-178(5)

MODIFICATION OF PROJECT AGREEMENT

The project agreement heretofore entered into on the 18th day of February, 1955, between the Commissioner of Public Roads and the Oregon State Highway Commission for the construction of Oregon Project F-178(5), is hereby modified to change the approved estimate of cost to $350,242.57 and the Federal funds set aside to the credit of the project to $217,000.00, which does not exceed the authorized Federal pro rata share of the approved estimated cost.

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Dated this 25th day of April, 1957.

OREGON STATE HIGHWAY COMMISSION

By: Chas H Reynolds
Chairman, State Highway Commission

By: M F McIver
Member, State Highway Commission

By: Robert B Chessman
Member, State Highway Commission

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By: C G Polk
District Engineer
U.S. Bureau of Public Roads

Oregon State Highway Department

Federal Aid
Project No. F-178(5)

[illegible] LINE, REEDSPORT-DEAN CREEK SECTION OF THE

UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Revised estimate as a basis for project agreement. Based on final construction quantities at low bid prices and approved Price Agreements.)

Salem, Oregon, March 15, 1957

Inside City Limits of Reedsport

Type Code 3231
Roadway (Sta. 32+40 to Sta. 89+09)(Contract No. A325)

All	Required	Clearing and Grubbing (80%)	$	$ 15,800.00
733.2	cu. yds.	Drainage Excavation, Unclassified	4.00	2,932.80
148,750.2	cu. yds.	General Excavation, Unclassified	0.875	130,156.43
270,821	yd. sta.	Short Overhaul	0.02	5,416.42
3,648.2	C-y.sta.	Long Overhaul	0.50	1,824.10
1.08	miles	Finishing Roadbed and Slopes	650.00	916.00
1,800	lin. ft.	Rounding Cutbanks	0.20	360.00
76	lin. ft.	18-inch Asbestos Bonded Corrugated Metal Pipe	4.85	368.60
459	lin. ft.	18-inch Concrete	4.25	1,950.75
503	lin. ft.	Metal Guard Rail	2.95	1,483.85
90	lin. ft.	1½-inch Electrical Conduit	2.25	202.50
12,786	cu. yds.	2½" - 0 Material in Base	2.60	33,243.60
1,208	cu. yds.	3/4" - 0 Material in Base & Shoulders	2.95	3,563.60
333	M-gals.	Sprinkling	3.00	999.00
285	cu. yds.	3/4" - 0 Material in Binder Course	5.00	1,425.00
1,114	cu. yds.	Furnishing and Placing Aggregates	5.00	5,570.00
74.53	tons	Furnishing and Placing 150-200 Asphalt	50.00	3,726.50
17.76	tons	Furnishing and Placing RS-1 Asphalt	55.00	976.80
658	lin. ft.	Asphaltic Concrete Traffic Markers	1.50	987.00
		Approved Price Agreements		
837.5	lin. ft.	F.A.#4 Salvage Guard Rail	0.50	418.75
32	only	F.A.#4 Salvage Sight Posts	0.50	16.00
500	lin. ft.	F.A.#4 Reinstall Guard Rail	1.25	625.00
27.01	tons	F.A.#5 MC-4 Asphalt	60.00	1,620.60
25.41	tons	F.A.#6 200-300 Asphalt in Seal Coat	50.00	1,270.50
				$215,855.51
		10% Engr. & Cont.		21,585.55
		Total		$237,441.06

Length of Roadway 1.074 Miles
Cost of Roadway Per Mi. $221,081.06

Outside City Limits of Hoodsport

Type Code 5231
Roadway (Sta. 89+09 to 104+00) (Contract No. 4325)

All Required	Clearing and Grubbing (204)	$	$ 3,950.00
63.6 cu. yds.	Drainage Excavation, Unclassified	4.00	254.40
82,770.4 cu. yds.	General Excavation, Unclassified	0.875	72,424.10
12,445.5 cu. yds.	Embankment Foundation Excavation, Unclassified	0.875	10,889.81
91,599 yd. sta.	Short Overhaul	0.02	1,831.98
160 C-y.sta.	Long Overhaul	0.50	80.00
0.28 mile	Finishing Roadbed and Slopes	850.00	238.00
1,385 lin. ft.	Rounding Cutbanks	0.20	277.00
54 lin. ft.	18-inch Concrete Pipe	4.25	229.50
478 lin. ft.	Metal Guard Rail	2.95	1,410.10
2,807 cu. yds.	2½" - 0 Material in Base	2.60	7,298.20
256 cu. yds.	3/4" - 0 Material in Base & Shoulders	2.95	755.20
64 M-gals.	Sprinkling	3.00	192.00
60 cu. yds.	3/4" - 0 Material in Binder Course	5.00	300.00
177 cu. yds.	Furnishing and Placing Aggregates	5.00	885.00
14.41 tons	Furnishing and Placing 150-200 Asphalt	50.00	720.50
4.67 tons	Furnishing and Placing RS-1 Asphalt	55.00	256.85
	Approved Price Agreements		
5.14 tons	P. A. #5 MC-4 Asphalt	60.00	$ 308.40
4.91 tons	P. A. #6 200-300 Asphalt in Seal Coat	50.00	245.50
	Subtotal		$102,546.54
	10% Engr. & Cont.		10,254.65
	Total		$112,801.19

Length of Roadway 0.282 Mile
Cost of Roadway Per Mile $400,004.21

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
	Inside City Limits of Hoodsport		
Roadway	$237,441.06	$147,111.00	$90,330.06
	Outside City Limits of Hoodsport		
Roadway	$112,801.90	$ 69,889.00	$42,912.90
	$350,242.96	$217,000.00	$133,242.96

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Form PR 2 (Revised 1950)

1561

State Oregon

Federal Aid Project No. F-178(5)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of February, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 27th day of September, 1954, a program, which was approved on the 5th day of October, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved by the District Engineer of the Bureau of Public Roads on the 13th day of October, 1954; and

Whereas the District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred ninety-eight thousand and 00/100 dollars ($198,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

131,000 yd.sta. 150	Short Overhaul	0.015	1,965.00

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 32+40 on Fir Street near Third Street in Reedsport and survey station 104+00 in the NE 1/4, Section 1, T. 22 S., R. 12 W., W.M., without exception, length 1.356 miles, in Douglas County, being Oregon Federal Aid project No. F-178(5), consisting of 1.356 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span,

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred ninety-eight thousand and 00/100 dollars ($198,000.00), which does not exceed the authorized Federal pro rata share of three hundred twenty thousand, twenty-one and 90/100 dollars ($320,021.90), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

	Unclassified	1.75	35,000.00
131,000 yd.sta. 130	Short Overhaul	0.015	1,965.00

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest
SECRETARY

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Bureau of Public Roads.

A4.62

FEB

Oregon State Highway Department

Federal Aid Project
No. F-178 (5)

WEST UNIT, REEDSPORT-DEAN CREEK SECTION OF THE UMPQUA HIGHWAY IN DOUGLAS COUNTY.

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 11, 1954

INSIDE CITY LIMITS OF REEDSPORT

Type Code 5231
Roadway (Sta. 32+40 to Sta. 89+09)

All Required	Clearing and Grubbing (80%)		$ 17,600.00
510 cu.yds.	Drainage Excavation, Unclassified	$ 3.00	1,530.00
130,500 cu.yds.	General Excavation, Unclassified	1.20	156,600.00
278,000 yd. sta.	Short Overhaul	0.015	4,170.00
2,850 C-yd.sta.	Long Overhaul	0.45	1,282.50
1.08 Miles	Finishing Roadbed and Slopes	1000.00	1,080.00
1,700 lin.ft.	Rounding Cutbanks	0.15	255.00
80 lin. ft.	18-inch asbestos bonded corrugated metal pipe	5.00	400.00
430 lin.ft.	18-inch Concrete Pipe	3.50	1,505.00
500 lin.ft.	Metal Guard Rail	2.50	1,250.00
40 lin.ft.	1½-inch Electrical Conduit	1.50	60.00
12,300 cu.yds.	2½" - 0 Material in Base	3.00	36,900.00
1,650 cu.yds.	3/4" - 0 Material in Base and Shoulders	3.10	5,115.00
360 M-gal.	Sprinkling	2.50	900.00
190 cu.yds.	3/4" - 0 Material in Binder Course	3.10	589.00
1,010 cu.yds.	Furnishing and Placing Aggregates	4.50	4,545.00
32 tons	Furnishing and Placing RC-3 Asphalt	50.00	1,600.00
67 tons	Furnishing and Placing 150-200 Asphalt	47.50	3,182.50
19 tons	Furnishing and Placing RS-1 Asphalt	55.00	1,045.00
800 lin.ft.	Asphaltic Concrete Traffic Markers	1.00	800.00

Subtotal	$240,409.00
10% Engr. & Cont.	24,040.90
Total	$264,449.90

Length of Roadway 1.074 miles
Cost of Roadway per mile $246,228.95

OUTSIDE CITY LIMITS OF REEDSPORT

Type Code 5231
Roadway (Sta. 89+09 to Sta. 104+00)

All Required	Clearing and Grubbing (20%)	3.00	$ 4,400.00
20 cu.yds.	Drainage Excavation, Unclassified	$ 3.00	60.00
67,000 cu.yds.	General Excavation, Unclassified	1.20	80,400.00
20,000 cu.yds.	Embankment Foundation, Excavation Unclassified	1.75	35,000.00
131,000 yd.sta.	Short Overhaul	0.015	1,965.00
150			

150	C-yd. sta.	Long Overhaul	$ 0.45	$ 67.50
0.28	mile	Finishing Roadbed and Slopes	1000.00	280.00
1,300	lin.ft.	Rounding Cutbanks	0.15	195.00
50	lin.ft.	18-inch Concrete Pipe	3.50	175.00
450	lin.ft.	Metal Guard Rail	2.50	1,125.00
2,700	cu.yds.	2½" - 0 Material in Base	3.00	8,100.00
350	cu.yds.	3/4" - 0 Material in Base and Shoulders	3.10	1,085.00
70	M-gal.	Sprinkling	2.50	175.00
40	cu.yds.	3/4" - 0 Material in Binder Course	3.10	124.00
160	cu.yds.	Furnishing and Placing Aggregates	4.50	720.00
6	tons	Furnishing and Placing RC-3 Asphalt	50.00	300.00
13	tons	Furnishing and Placing 150-200 Asphalt	47.50	617.50
5	tons	Furnishing and Placing RS-1 Asphalt	55.00	275.00
		Subtotal		$135,064.00
		10% Engr. & Cont.		13,506.40
		Total		$148,570.40

Length of Roadway 0.282 miles
Cost of Roadway per mile $526,845.39

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
	INSIDE CITY LIMITS OF REEDSPORT		
Roadway	$264,449.90	$159,430.00	$105,019.90
	OUTSIDE CITY LIMITS OF REEDSPORT		
Roadway	$148,570.40	$ 89,570.00	$ 59,000.40
	$413,020.30	$249,000.00	$164,020.30

R. W. Williams

RECEIVED
JAN 2 - 1957

FOR FILING

W. Umpq. Resident-Dean Creek
Contract No. 4325
F-178 (5)

4555

FINAL COST ANALYSIS

December 17, 1956
Umpqua Highway
Prefix: 10-1003-201(41)

Grading and Oiling
Coos Bay Dredging Company, Contractor
P. F. Burnett, Resident Engineer

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	$17,267.13	$19,750.00	$ 17,267.13	$ 19,750.00
Drain. Excav., Unclass.	796.8	Cu. Yd.	3.10	4.00	2,468.89	3,187.20
Gen. Excav., Unclass.	231,520.6	Cu. Yd.	0.648	0.875	150,248.84	202,580.53
Embank. Foundation on Excavation	12,445.5	Cu. Yd.	0.648	0.875	8,076.67	10,889.81
Short Overhaul	362,420	Yd. Sta.	0.014	0.02	5,375.95	7,248.40
Long Overhaul	3,808.2	C-yd. Sta.	0.37	0.50	1,412.27	1,904.10
Finish. R/B & Slopes	1.36	Mile	762.66	850.00	1,037.23	1,156.00
Rounding Cutbanks	3,185	Lin. Ft.	0.169	0.20	538.10	637.00
18" Asb. Bond. CMP	76	Lin. Ft.	4.55	4.85	346.43	368.60
18" Conc. Pipe	513	Lin. Ft.	4.03	4.25	2,069.86	2,180.25
Metal Guard Rail	981	Lin. Ft.	2.48	2.95	2,438.10	2,893.95
1½" Elec. Conduit	90	Lin. Ft.	0.97	2.25	87.50	202.50
2½"-0 Mat'l in Base and Shoulders	15,593	Cu. Yd.	2.51	2.60	39,207.21	40,541.80
3/4"-0 Mat'l in Base and Shoulders	1,464	Cu. Yd.	2.89	2.95	4,238.55	4,318.00
Sprinkling	397	M/gal.	2.07	3.00	823.64	1,191.00
3/4"-0 Mat'l in Binder	345	Cu. Yd.	4.59	5.00	1,583.53	1,725.00
Furnish & Place Agg.	1,291	Cu. Yd.	4.59	5.00	5,925.56	6,455.00
Furnish & Place 150-200 Asphalt	88.94	Ton	47.03	50.00	4,183.10	4,447.00
Furnish & Place RS-1 Asphalt	22.43	Ton	49.95	55.00	1,120.59	1,233.65
Asph. Conc. Traffic Markers	658	Lin. Ft.	0.46	1.50	300.40	987.00
PA #1 Extra Clearing and Slide Removal	100%	All	78.69	90.00	78.69	90.00

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
PA #2 6" Metal Drain Pipe, Uncoated	60	Lin. Ft.	$ 1.90	$ 2.00	$ 114.27	$ 120.00
PA #2 6" Perf. Metal Drain Pipe, Uncoated	20	Lin. Ft.	1.81	2.00	36.29	40.00
PA #3 12" Conc. Pipe	201	Lin. Ft.	2.76	3.00	554.09	603.00
PA #4, Salvage Guard Rail	837.5	Lin. Ft.	0.43	0.50	359.53	418.75
PA #4 Salvage Sight Post	32	Each	0.40	0.50	12.93	16.00
PA #4 Reinstall Guard Rail & Posts	500	Lin. Ft.	1.14	1.25	574.49	625.00
PA #5 MC-4 Asphalt	32.15	Ton	51.86	60.00	1,667.27	1,929.00
PA #6 200-300 Asph. in Seal	30.32	Ton	46.58	50.00	1,412.33	1,516.00
PA #7 Purchase Excess 150-200 Asphalt	32.41	Ton	31.53748	31.53748	1,022.13	1,022.15
PA #8 Extra Clearing	.731	Acre	874.28	1,000.00	639.10	731.00
PA #9 Purchase Excess 6" CMP incl. Freight	20	Lin. Ft.	.8045	.8045	16.09	16.09
Force Account					$ 90,793.36	$ 98,385.04
			TOTAL		$346,030.12	$419,409.60

	Gross Revenue	Total Cost	Net Profit
Coos Bay Dredging Company	$400,094.95	$328,815.21	$71,279.74
J. C. Compton Company	19,314.65	17,214.91	2,099.74
Total for Project	$419,409.60	$346,030.12	$73,379.48

Coos Bay Dredging Company Net Profit Equals 17.8% of Gross Revenue
J. C. Compton Company Net Profit Equals 10.8% of Gross Revenue
Total Project Net Profit Equals 17.5% of Gross Revenue

Contract No. 4325

DETAIL OF COST

Coos Bay Dredging Company

Labor:

Labor and Supervision	$76,798.56	
Labor Insurance	4,379.42	
Health and Welfare	1,482.32	
		$ 82,660.30

Materials:

18" Asb. Bond. CMP	76	Ft.	At	$ 3.36	$ 255.36	
Bands	5	Ea.	"	3.36	16.80	
18" Concrete Pipe	513	Ft.	"	2.10	1,077.30	
Metal Guard Rail	981	Ft.	"	1.42	1,393.02	
1½" Conduit	90	Ft.	"	0.76	68.40	
2½"-0 Base Mat'l (del)	15,593	Cu.Yd.	"	2.30	35,863.90	
3/4"-0 Base & Shldr Mat'l (del)	1,464	Cu. Yd.	"	2.60	3,806.40	
6" Metal Drain Pipe & Bands	80	Ft.	"	0.778	62.17	
6" Perf. Metal Drain Pipe & Bands	20	Ft.	"	1.155	23.10	
12" Concrete Pipe	201	Ft.	"	0.85	170.85	
3/4"-0 Aggregate (del)	147	Cu.Yd.	"	2.30	338.10	
Lumber	1.584	BLM	"	82.00	129.89	
Lumber	0.24	BLM	"	102.00	24.80	
9/16 Plywood					6.58	
Nails					2.20	
Lamp Oil					117.40	
Bar Run Gravel	2,762	Cu.Yd.	"	1.80	4,971.60	
2½"-0 Aggregate	354	Cu.Yd.	"	1.80	637.20	
Bar Run Gravel (del.)	112	Cu. Yd.	"	2.30	257.60	
3/4"-0 Aggregate (del.)	273	Cu.Yd.	"	2.60	709.80	
18" CMP & Bands	95	Ft.	"	3.559	338.10	
Bar Run Gravel (del.)	161	Cu.Yd.	"	2.50	370.30	
Sand (del.)	21	Cu.Yd.	"	2.60	54.60	
Freight on Equipment on Force Account					2,710.50	
Powder					63.40	
Miscellaneous Supplies					301.09	
						$ 53,931.84

Equipment Rentals and Miscellaneous:

Equipment Rental (Own)	$73,770.44	
Equipment Rental (Hired, Operated)	8,122.27	
Equipment Rental (Unoperated)	2,675.50	
Gas, Oil, and Grease	11,341.84	
Move In Freight	2,073.40	
Small Tools	195.86	
P. L. & P. D. Insurance	959.98	
Bond	1,924.35	
Home Office & General Overhead	6,800.00	
		$107,863.64
Paid Ferguson for Clearing		14,903.13
Paid Mersser and Associates		69,456.30
TOTAL		$328,815.21

Contract No. 4325

DETAIL OF COSTS

J. C. Compton Company

Labor:

Labor	$3,899.61	
Labor Insurance	233.98	
Health and Welfare	86.92	
		$ 4,220.51

Materials:

3/4"-0 Aggregate	345	Cu.Yds.	At	$ 2.10	$ 724.50	
Oil Aggregate	1,291	Cu. Yds.	"	2.10	2,711.10	
MC-4 Asphalt	32.15	Tons	"	24.50	787.68	
Freight	32.15	Tons	"	10.0877	324.32	
RS-1	22.43	Tons	"	25.007	560.91	
Freight	22.43	Tons	"	8.147	182.74	
200-300 Asph.	20.32	Tons	"	22.50	682.20	
Freight	30.32	Tons	"	8.1398	246.80	
150-200 Asph.	121.35	Tons	"	22.50	2,730.38	
Freight	121.35	Tons	"	8.476	1,028.54	
Asphaltic Concrete	7.5	Tons	"	8.50	63.75	
						$10,042.92

Equipment Rentals & Miscellaneous Expenses:

Equipment Rental (Own)	$1,412.36	
Equipment Rental (Unoperated)	123.01	
Gas, Oil, and Grease	561.59	
PUC Fees	25.70	
Bond	144.86	
Misc. Supplies & Small Tools	130.84	
P.L. & P.D. Insurance	48.74	
Home Office and General Overhead	504.38	
		$ 2,951.48

TOTAL	$17,214.91

Remarks:

This was a regular "Federal Aid Primary Project" located on the Umpqua Highway in Douglas County. The westerly end of the project was at the intersection of 15th Street and "L" Street in Reedsport. The easterly end of the project was approximately 0.28 mile east of the city limits of Reedsport.

The project was bid by Coos Bay Dredging Company of Coos Bay, Oregon on October 29, 1954. It was awarded to them on December 10, 1954. The contractor completed all the work specified in the contract during the week ending October 29, 1955.

Although the contract was not awarded at the time of the bidding, the subcontractor on clearing, Coos-Bend Trucking Company and Wayne Ferguson, moved in their equipment consisting of a TD-14 tractor with dozer blade, a TD-9 tractor and dozer blade, a D-6 caterpillar tractor with dozer blade and two log trucks and began clearing on Tuesday, November 16, 1954. His clearing crew consisted of four men besides the equipment operators. This work, due to wet weather, did not progress as the principal contractor desired so he augmented the equipment with a D-8 caterpillar tractor and two men. The clearing was completed during the week ending May 3, 1955.

The principal contractor subcontracted the drilling and shooting necessary to Messers and Associates who began working in the solid area on March 1, 1955, using a 600 CFM compressor and three wagon drills. This work progressed well and was kept well ahead of the grading.

The principal contractor began moving in his grading equipment consisting of three D-8 caterpillar tractors with bulldozer blades, two TD-24 International tractors with bulldozer blades, one caterpillar #12 motor grader, two Hough payloaders with 2½ cubic yard scoops, one Northwest model 6-D shovel 1½ cubic yard, two LeTurneau Rockers 18 cubic yard capacity, three LeTurneau turnapull scrapers 19 cubic yard, one 18-cubic yard carryall scraper, a K-30 ripper and such other necessary grading equipment on March 1, 1955. he began grading on March 8, 1955.

The material excavated consisted of common material and hard sandstone which was shot ahead and moved readily. Although wet weather hampered the work somewhat the contractor made excellent progress. He finished this phase of the work during the week ending August 27, 1955.

He immediately began placing the base aggregate which was purchased delivered on the grade. This material was processed by using a #12 caterpillar motor grader and a three leg ten ton roller. The aggregate was all in place on September 28, 1955.

The subcontractor, J. C. Compton, on placing the asphalt and the construction of the 0-11 oil mat wearing surface, placed the binder course on September 30, 1955. The construction of the 0-11 oil mat was hampered by wet weather. The asphalt work was completed on October 21, 1955.

The principal contractor completed the cleanup work during the week ending October 29, 1955. This completed the work called for in the contract. Before the contractor moved out his equipment, slides developed in the cuts on the project. It was decided to take this material out on an "Extra Work Order" basis. In order to use this method of payment the date of completion was extended to April 25, 1956.

The principal contractor and subcontractor on asphalt work, both having good equipment, plan of operation, supervision and good bid prices, made good profit.

M. N. Juve
Chief Cost Analyst

By

F. W. Sugmet

RECEIVED
DEC [illegible] 1956
FOR FILING

F-178 (5)

4325

December 4, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering removal of slides on the West Unit, Reedsport-Dean Creek Section of the Umpqua Highway in Douglas County, Contract No. 4325, in connection with Federal Aid Project No. F-178(5).

This order covers a portion of the work included in Emergency Relief Project ER - 14(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DMP:er
Encl.

RECEIVED
DEC 3 1956
FOR FILING

F178(5)

4325

November 29, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing four copies of estimate as basis for project agreement for the West Unit, Reedsport-Dean Creek Section, Project No. ER-14(1).

This work involves emergency slide removal work by an extra work order under contract number 4325 and additional slide removal and resloping work under a later contract awarded by competitive bids.

We submitted a letter to you on May 10, 1956, setting forth our reasons for performance of the emergency work by method other than normal contracting procedure.

Very truly yours,

W. C. Williams
State Highway Engineer

By

W. W. Stiffler
Asst. State Highway Engineer

JWN:ia

Encl.

RECEIVED
OCT 10 1956
FOR FILING

F-178 (5)

4325

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 8, 1956

Coos Bay Dredging Co.
Box 217
Coos Bay, Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 27, had under discussion your request for an extension of time from September 30, 1955 to April 26, 1956 within which to complete your contract No. 4325, covering West Unit, Reedsport-Dean Creek Section of the Umpqua Highway in Douglas County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Frank Morgan,
Division Engineer

P. F. Burnett,
Resident Engineer

Tom Edwards,
Construction Engineer

T-178(5)
4325

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 28, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4325	15-Final	Coos Bay Dredging Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20790	H-161937	$ 12,704.90	9/28/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1955

Time Extensions: to April 26, 1956

Completion Date: April 25, 1956

Date Accepted: Sept. 27, 1956

Penalties: None of record

Claims: Claim is on file by S.I.A.C. FOR contributions due in sum of $450.61

Remarks:

Date: 10-3-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 3 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
SEP 21 1956

FOR FILING
F-178 (5)

4325

September 21, 1956

CERTIFIED MAIL

Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

State Highway Contract No. 4325 for work performed on the West Unit, Reedsport-Dean Creek Section of the Umpqua Highway in Douglas County was completed by the contractor, Coos Bay Dredging Company, on April 25, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $12,704.90 will be released to the contractor after acceptance by the State Highway Commission. The total contract amount is $419,409.60, of which amount $98,385.04 represents force account items.

There is a claim filed against this project by the State Industrial Accident Commission for contributions due in in the amount of $450.61, of which you have been previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Seaboard Surety Co.
75 Maiden Lane
New York 38, N. Y.

NOTED ON CARD

RECEIVED
SEP 21 1956
~~FOR FILING~~

F-178 (5)

4325

September 21, 1956

CERTIFIED MAIL

Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

State Highway Contract No. 4325 for work performed on the West Unit, Reedsport-Dean Creek Section of the Umpqua Highway in Douglas County was completed by the contractor, Coos Bay Dredging Company, on April 25, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $12,704.90 will be released to the contractor after acceptance by the State Highway Commission. The total contract amount is $419,409.60, of which amount $98,385.04 represents force account items.

There is a claim filed against this project by the State Industrial Accident Commission for contributions due in in the amount of $450.61, of which you have been previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Seaboard Surety Co.
75 Maiden Lane
New York 38, N. Y.

NOTED ON CARD

RECEIVED
AUG 22 1956
FOR FILING

F-178(5)

4325

August 21, 1956

Oregon State Highway Commission

Request for extension of time
No. 4
September 27-28 meeting

Gentlemen:

Herewith request from Coos Bay Dredging Company for an extension of time on the West Unit, Reedsport-[illegible] Creek Section, Contract No. 4325, from September 30, 1955 to April 26, 1956.

The project was actually completed within the specified time, but immediately after completion excessive slides occurred and the contractor was requested to remove them by force account methods. This necessitated the overrun in time and since it was a distinct advantage to have the contractor remove these slides while his equipment was still on the job, I recommend that the extension be granted without penalty. Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards

EAP:ep fn

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AUG 14 1956
FOR FILING

F-198 (5)

4325

August 14, 1956

CERTIFIED MAIL

Seaboard Surety Company
Hansen and Rowland, Inc.
1300 Puget Sound Bank Building
Tacoma, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Coos Bay Dredging Company, Inc., Box 217, Coos Bay, on Contract No. 4325, covering the West Unit, Reedsport-Dean Creek Section on the Umpqua Highway in Douglas County. This payment, in the amount of $66,978.02, will be released on or after August 24, 1956. The retained percentage is $12,578.50.

There is a claim filed against this project by the State Industrial Accident Commission for contributions due in the sum of $450.61, of which you have been previously notified.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

fp

cc Seaboard Surety Company
75 Maiden Lane
New York 7, New York

NOTED ON CARD
ff

A

RECEIVED
AUG 3 1956
FOR FILING

F-178(5)
4325

August 2, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the West Unit, Reedsport-Dean Creek, Contract No. 4325, Oregon F-178 (5), from September 30, 1955 to April 26, 1956 to the Coos Bay Dredging Company, contractors.

This project was actually completed within the time limit required, but immediately after completion excessive slides occurred, and the contractor was requested to remove them by Force Account methods. This work necessitated the overrun in time and since it was a distinctive advantage to have the contractor remove these slides while he was still on the job, I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: Tom Edwards

Form E-1—[illegible]

F-178/5

O[illegible]GON STATE HIGHWAY DEPARTM[illegible]T

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 26, 1956

Section West Unit, Reedsport-Dean Creek

Kind of work Grading and Oiling

Highway Umpqua

Section prefix 10-1002

Contractor Coos Bay Dredging Company

Contract number 4325

Date of contract December 10, 1954

Date of completion September 30, 1955

Date work started November 16, 1954

Estimated date of completion April 25, 1956

Project authorization $ 335,057.63

Exclusive of Engineering $ 311,231.32

Per cent of time elapsed 173 %

Estimated cost of completed project, exclusive of engineering $ 422,751.36

Estimated per cent overrun ~~or underrun~~

Per cent of contract completed, based on total contract price 33.9 %

Engineering authorization $ 23,826.32 100 %

Engineering cost to date $ 24,450.00, 102.6 %

Date project was completed April 25, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final billing submitted to this office Monday May 21, by contractor.

Semi final estimate and pertinent data taken to Division Office on Thursday.

Went over force account bills with L. R. Chandler, Ass't Division Engr.

Thursday PM and all day Friday.

This will be the final report on this project.

NOTED
W. T. WR[illegible]

NOTED
L. H. Young

NOTED
V. D. WOLFE

RECEIVED
[illegible] 1956
OFFICE OF
CONS[illegible]

NOT[illegible]
R. D. ASBURY

Signed P. J. Burnett Res. Engr.

Address Box 496, North Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 89712

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers........., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	FAIR ALL	WEEK	
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

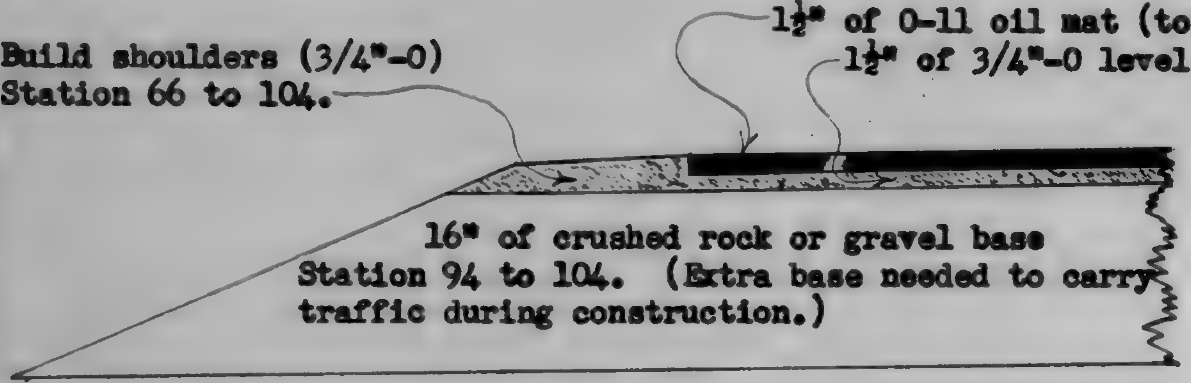
F-11X11

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

tion W. Unit, Reedsport - Dean Creek Highway Umpqua County Douglas Prefix 10-1002

. Engr. P. F. Burnett Length of Project 0.85 Miles. Sta. 60+00 to Sta. 105+00 Date 5-9-56

TYPICAL SECTIONS **ADT Trucks - 221 (Logging) Traffic Classification - VH**



1½" of 0-11 oil mat (to be placed by state forces.)

1½" of 3/4"-0 level course (Stations 74 to 83 and 94 (to 104) on roadway.

Build shoulders (3/4"-0) Station 66 to 104.

16" of crushed rock or gravel base Station 94 to 104. (Extra base needed to carry traffic during construction.)

Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
			1½	0-[illegible] (St[illegible] (Forces)
			1½	Level
			16	Base
15			19	

TYPICAL SOIL

46 % Pass 200
33 LL
2 PI
28 % Silt
46 "R" Value

NOTE:

Existing oil surface Station 74 to 83 is broken up and needs additional 3/4"-0 prior to oiling by state forces.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material sources to be selected by the contractor.											

c Deputy State Highway Engineer ✓
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by Ray Webber
Soils Engineer

Recommended by L. A. Young
Construction Engineer

Recommended by G. N. Harra
Engineer of Materials

Approved by
Deputy State Highway Engineer

RECEIVED
MAY 4 - 1956
FOR FILING

F-178(5)
4325

May 3, 1956

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on April 25, 1956 on Contract No. 4325, West Unit, Reedsport-Dean Creek Section, in Douglas County, in connection with Federal Aid Project No. F-178(5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

[illegible]

cc: John Cattrall

RECEIVED
DEC 14 1955
FOR FILING

F-1[illegible] (5)
4325

December 14, 1955

Seaboard Surety Company
Hansen & Rowland, Inc.,Agent
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to Coos Bay Dredging Company a portion of the funds heretofore retained by the Commission on contract No. 4325, covering the West Unit, Reedsport-Dean Creek Section of the Umpqua Highway in Douglas County.

This payment in the amount of $12,324.51 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $9,495.17. The present payment will be released on or after December 24, 1955.

There is a claim filed against this contract by the State Industrial Accident Commission for contributions due in the amount of $450.61, of which you have been previously notified.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Seaboard Surety Company
75 Maiden Lane
New York 38, N. Y.

TED ON CARD
gl

RECEIVED
DEC 13 1955
FOR FILING

F-178(5)
FORM 2-30X—50,000—10-54—7946

4335

W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 8, 1955

SUBJECT: West Unit, Reedsport-Dean Creek Section
Umpqua Highway

To: Mr. S. H. Probert
Office Engineer

OFFICE

Herewith a copy of a letter from Division Engineer Edwards in which he requests that the retained percentage of the contractor, Coos Bay Dredging Company, be reduced to 3% on the subject-named job.

I believe this request is in order as the contractor had finished the job which had been accepted after which time a slide occurred blocking the road.

As his equipment was handy to the job, we got him to remove the slide on an Extra Work Order basis.

The contractor will forward in a few days a consent of surety to this action.

L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:dt

Encl.

cc - Mr. W. C. Williams

FORM E-30X—50,000—10-54—78484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 7, 1955

SUBJECT: West Unit, Reedsport-Dean Creek Sec.
Umpqua Highway

To Forrest Cooper
Construction Engineer
Salem, Oregon

All work specified in the contract West Unit, Reedsport-Dean Creek, has been completed at the present time, however, an extension of time has been request to cover removal of slides which occurred after project had been completed. This is being done on an extra work basis by the prime contractor. It appears in order and I so recommend that the retained percentage on the contract items be reduced to 3%.

I am asking Coos Bay Dredging Company, by a copy of this letter, to secure and forward direct to Salem the consent of their surety to such action.

Tom Edwards
Division Engineer

TE/ds
cc: P. F. Burnett
cc: Coos Bay Dredging Co.

RECEIVED
DEC 8 1955
OFFICE OF
CONSTRUCTION ENGINEER

File B

RECEIVED
DEC 1 1955
FOR FILING

F-142 (E)
4325

Salem, Oregon
November 30, 1955

Contract No. 4325
Completion

Mr. Tom Edwards
Division Engineer
Roseburg, Oregon

We are in receipt of notification of Completion on Contract No. 4325 West Unit, Reedsport-Dean Creek Section in Douglas County, and also Order for Extra Work for removal of slide on the same project.

In order to pay the contractor under the contract, the completion date will be when the slide removal is completed, or stopped according to the clause in the work order. At that time the date of completion will be in order.

It will also be necessary to include the time required for slide removal in request for extension of time.

S. H. Probert
Office Engineer

cc: F. F. Barnett

SHP:ch

RECEIVED
AUG 18 1955
FOR FILING

F-178 (5)
4325

August 16, 1955

Hansen & Rowland, Inc.
1300 Puget Sound Bank Building
Tacoma, Washington

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by the State Industrial Accident Commission. This claim is in the sum of $450.61 for contributions due the Commission from the Coos Bend Trucking Service, a subcontractor under Coos Bay Dredging Company. Coos Bay Dredging Company holds our contract No. 4325 for grading and oiling the West Unit, Reedsport-Dean Creek Section of the Umpqua Highway in Douglas County.

We provide this information as the Seaboard Surety Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc Coos Bay Dredging Company, Inc.
Box 217
Coos Bay, Oregon

Seaboard Surety Company
75 Maiden Lane
New York 7, N. Y.

NOTED ON CARD
gf

STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM OREGON

FORM 60

COPY

Collections Division

August 8, 1955

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned, The State Industrial Accident Commission, has a claim for contributions in the sum of $450.61 based on a payroll audit through April 30, 1955, against the bond taken from Seabord Surety Company, Agents Hansen and Rowland, Inc., Tacoma, Washington, because of the failure of Coos-Bend Trucking Service, Coos Bay, Oregon, a subcontractor under Coos Bay Dredging Company, to pay the contributions due under State Highway Contract No. 4395, covering the West Unit of the Reedsport-Dean Creek Section of the Umpqua Highway in Douglas County.

We understand that this contract has now been completed.

Very truly yours,

STATE INDUSTRIAL ACCIDENT COMMISSION

H. E. Osborn
Assistant Commissioner

cc - Secretary of State
Capitol Building
Salem, Oregon

cc - Seabord Surety Company
Agents Hansen and Rowland, Inc.
Tacoma, Washington

cc - Seabord Surety Company
609 Henry Building
Portland, Oregon

cc - Coos-Bay Dredging Company
Coos Bay, Oregon

SECRETARY OF STATE
RECEIVED
AUG 9 1955
EARL T. NEWBRY

File No. 3510

FILED
AUG 9 1955
EARL T. NEWBRY
SECRETARY OF STATE

RECEIVED
AUG 18 1955
FOR FILING

F-17X(-)
4325

August 16, 1955

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

This is to acknowledge receipt of your letter of August 11 to which was attached three copies of a claim filed with your office by the State Industrial Accident Commission against Coos Bay Dredging Company under our contract No. 4325. This claim is in the sum of $450.61, and bears your file No. 3515.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Aug. 11, 1955

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

On August 9th, we received and filed a notice of claim by the State Industrial Accident Commission for contributions due in the sum of $450.61, our file No. 3515.

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo C Stephens
Clerk
Records Division

NF:M
Enc.

RECEIVED
AUG 11 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

gl

STATE OF OREGON
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM

ADDRESS REPLY TO
STATE INDUSTRIAL ACCIDENT COMMISSION
PUBLIC SERVICE BUILDING
SALEM, OREGON

ATTENTION: Collections Division

August 8, 1955

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned, The State Industrial Accident Commission, has a claim for contributions in the sum of $450.61 based on a payroll audit through April 30, 1955, against the bond taken from Seabord Surety Company, Agents Hansen and Rowland, Inc., Tacoma, Washington, because of the failure of Coos-Bend Trucking Service, Coos Bay, Oregon, a subcontractor under Coos Bay Dredging Company, to pay the contributions due under State Highway Contract No. 4325, covering the West Unit of the Reedsport-Dean Creek Section of the Umpqua Highway in Douglas County.

We understand that this contract has now been completed.

Very truly yours,

STATE INDUSTRIAL ACCIDENT COMMISSION

H. E. Osborn
Assistant Commissioner

cc - Secretary of State
Capitol Building
Salem, Oregon

cc - Seabord Surety Company
Agents Hansen and Rowland, Inc.
Tacoma, Washington

cc - Seabord Surety Company
609 Henry Building
Portland, Oregon

cc - Coos-Bay Dredging Company
Coos Bay, Oregon

RECEIVED
AUG 9 1955
OREGON
STATE HIGHWAY COMMISSION

[illegible]

RECEIVED
MAY 12 1955
FOR FILING

F-178(5)

4325

May 11, 1955

District Engineer
Corps of Engineers, U. S. Army
Pittock Block
Portland, Oregon

Dear Sir:

In connection with the reconstruction of the Umpqua Highway between Reedsport and Dean Creek, we have found it necessary to encroach below the low water mark of the Umpqua River in four places.

I am enclosing herewith one set of tracings and three prints of these tracings showing our proposed plans, and request that we be issued a permit for the encroachment of our fills in the Umpqua River.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

Enclosures

cc Mr. H. G. Smith

HGS lg

FORM 8-30 37,500 4-52 96906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4th, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Sir:

When the final staking was completed on the West Unit, Reedsport-Dean Creek Section it was found that four fill areas projected into tide water areas, and it will be necessary that we secure a permit from the Corps of Engineers for these fills.

I am attaching hereto one set of tracings and four sets of prints for use in securing the permit from the Corps of Engineers.

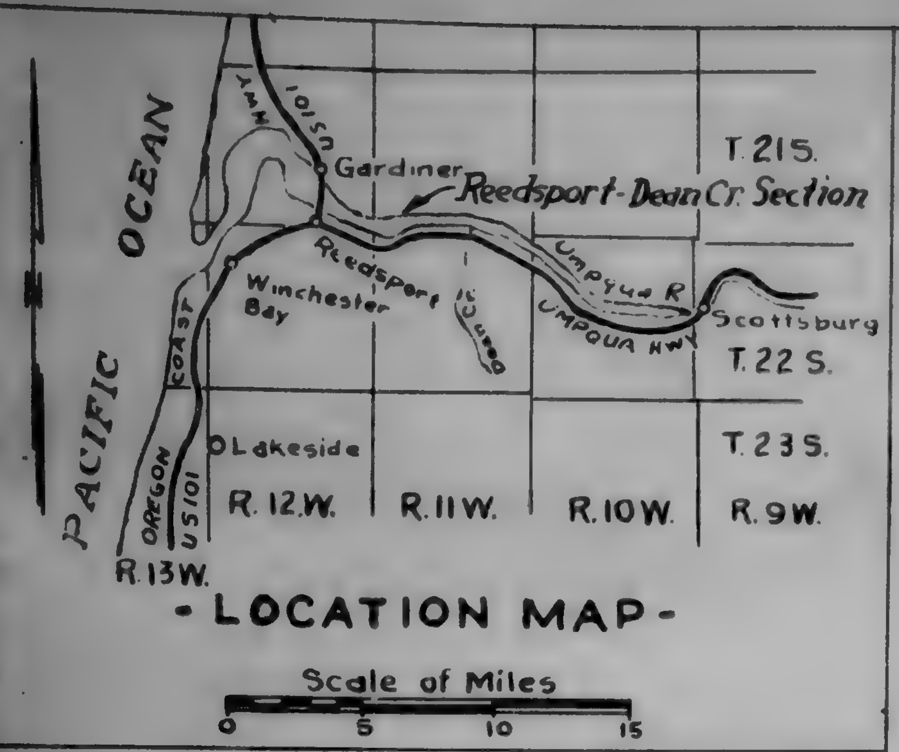
Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease
Edwin A. Pease
Construction Office Engineer

EAP:AR
Enc.

1R-5-702



- LOCATION MAP -

OREGON STATE HIGHWAY DEPARTMENT

PROPOSED HIGHWAY FILL and WASTE EMBANKMENT FOUNDATION EXCAVATION IN THE UMPQUA RIVER

REEDSPORT-DEAN CR. SECTION

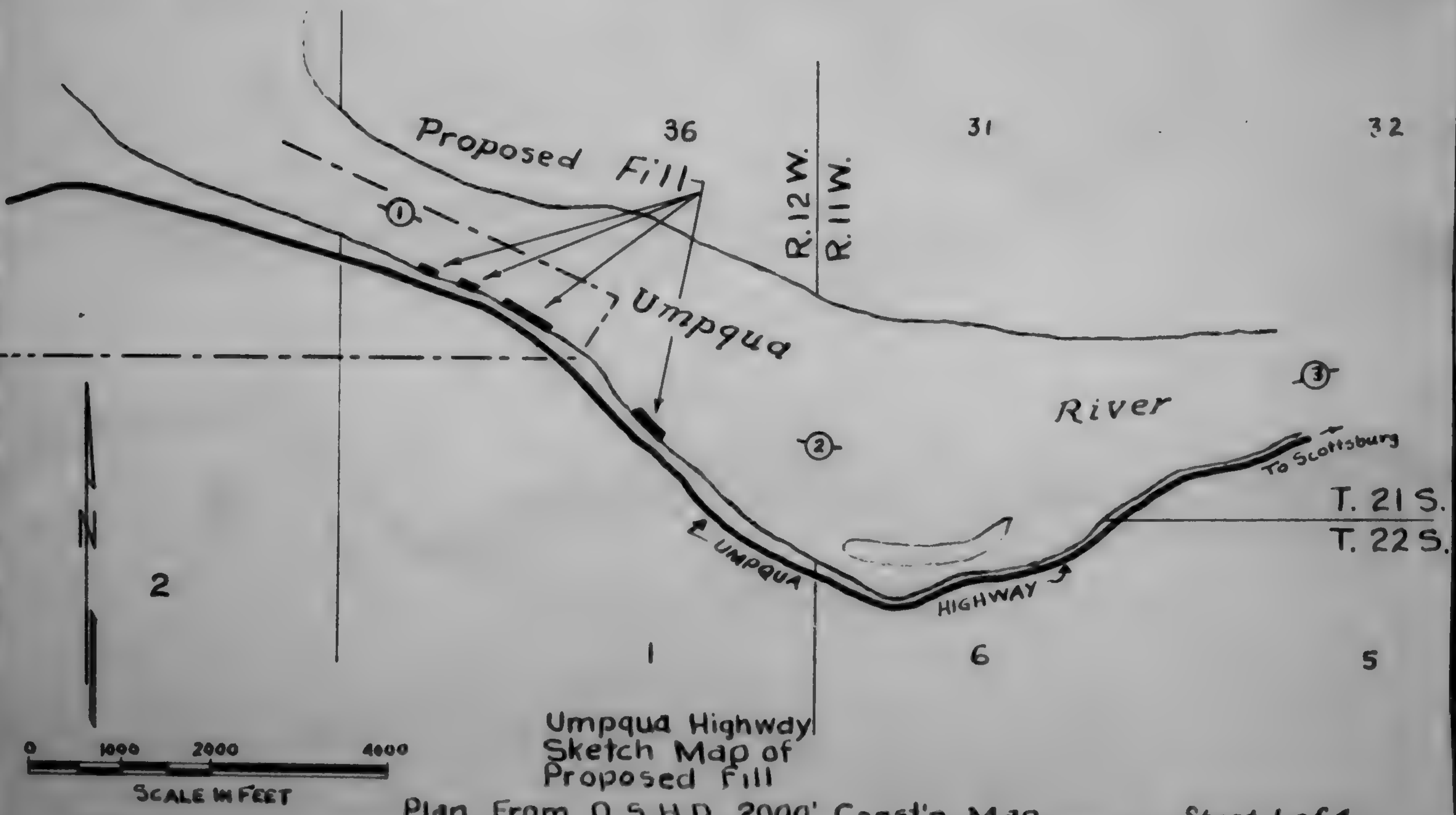
UMPQUA HIGHWAY

DOUGLAS COUNTY

Scale: As Shown

April 1955

NOTE: Location map from O.S.H.D. Highway System map.
Soundings are shown in feet below mean lower low water.
Distance in miles above Oregon Coast Highway bridge (U.S.101) at Reedsport, Oregon shown thus: ②

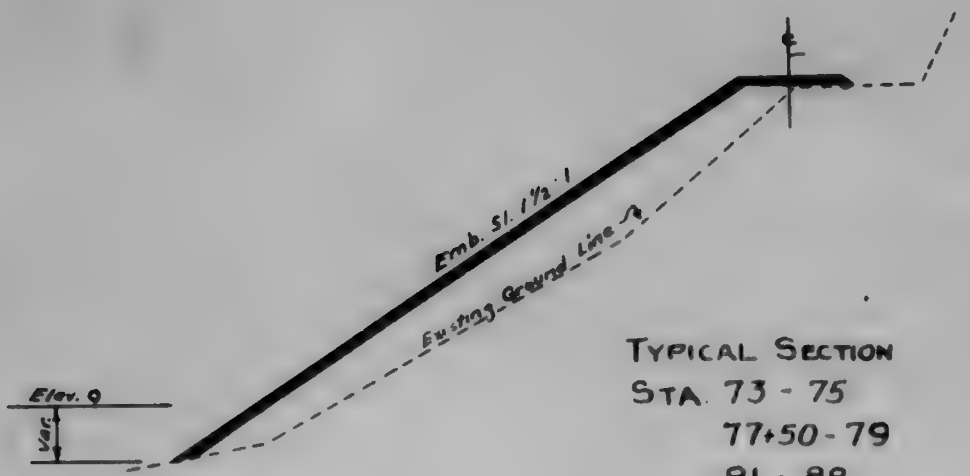


Umpqua Highway Sketch Map of Proposed Fill

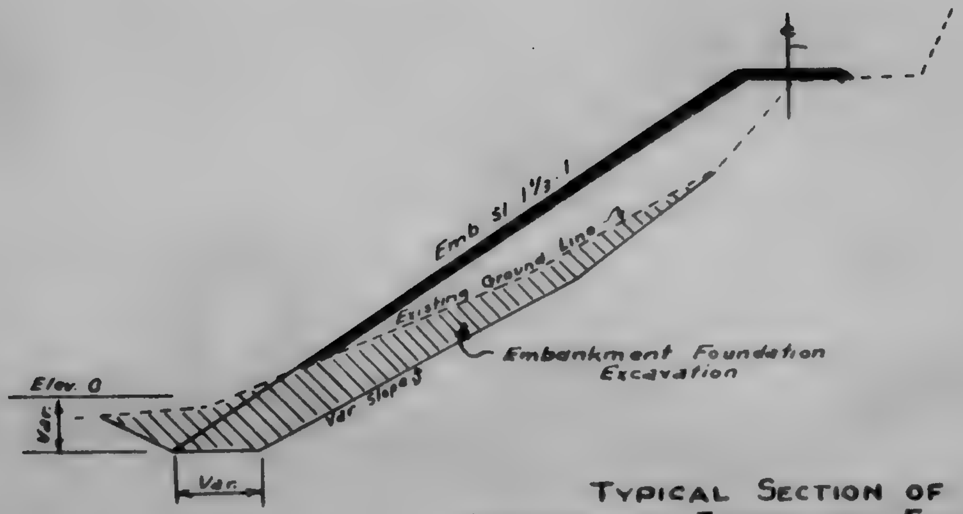
Plan From O.S.H.D. 2000' Const'n. Map

Sheet 1 of 4

1R-5-702



TYPICAL SECTION
STA. 73 - 75
77+50 - 79
81 - 88

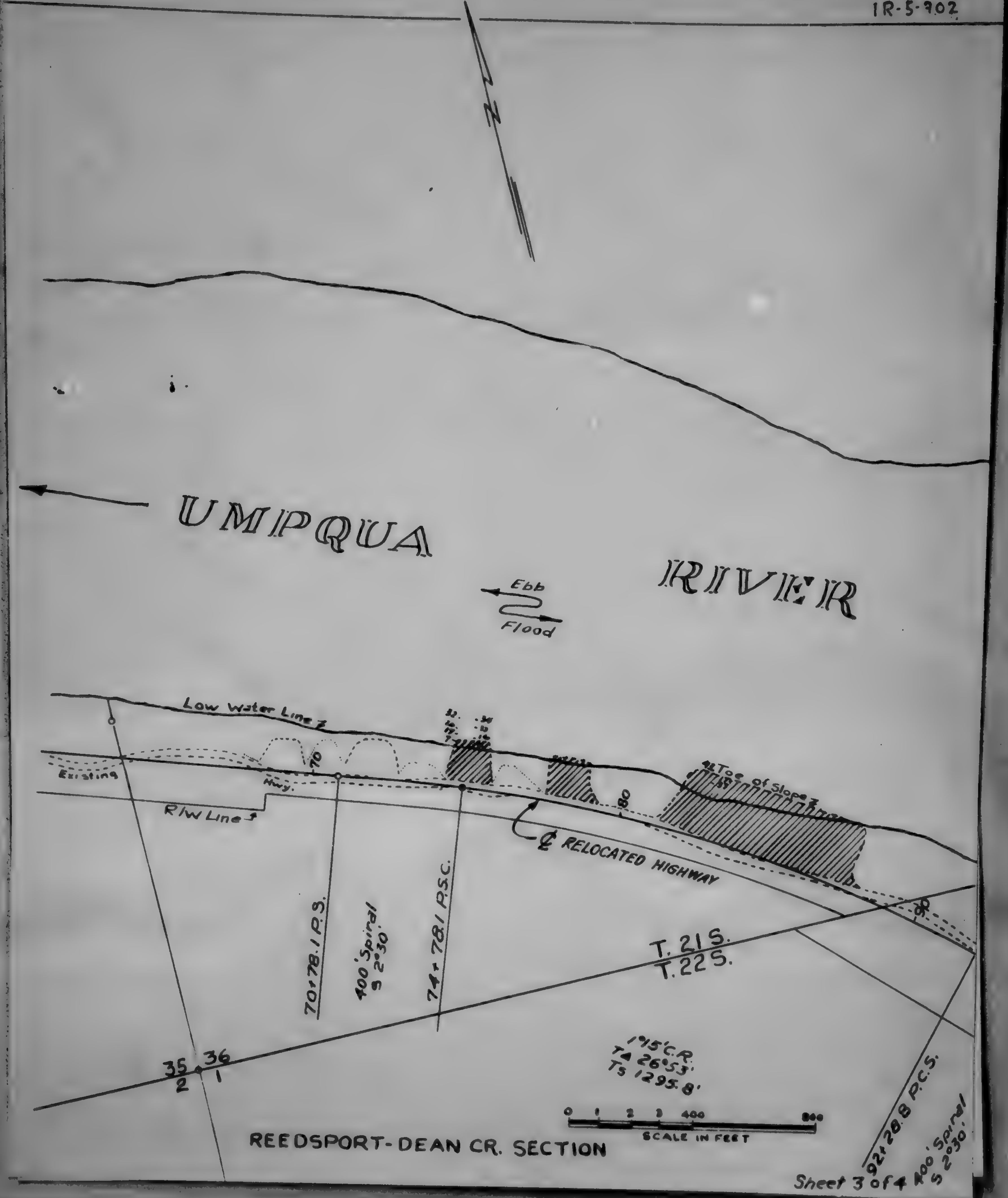


TYPICAL SECTION OF
EMBANKMENT FOUNDATION EXCAVATION
STA. 100 TO 104 - Lt.

Umpqua Highway - Reedsport - Dean Cr. Section
Not to Scale

Sheet 2 of 4

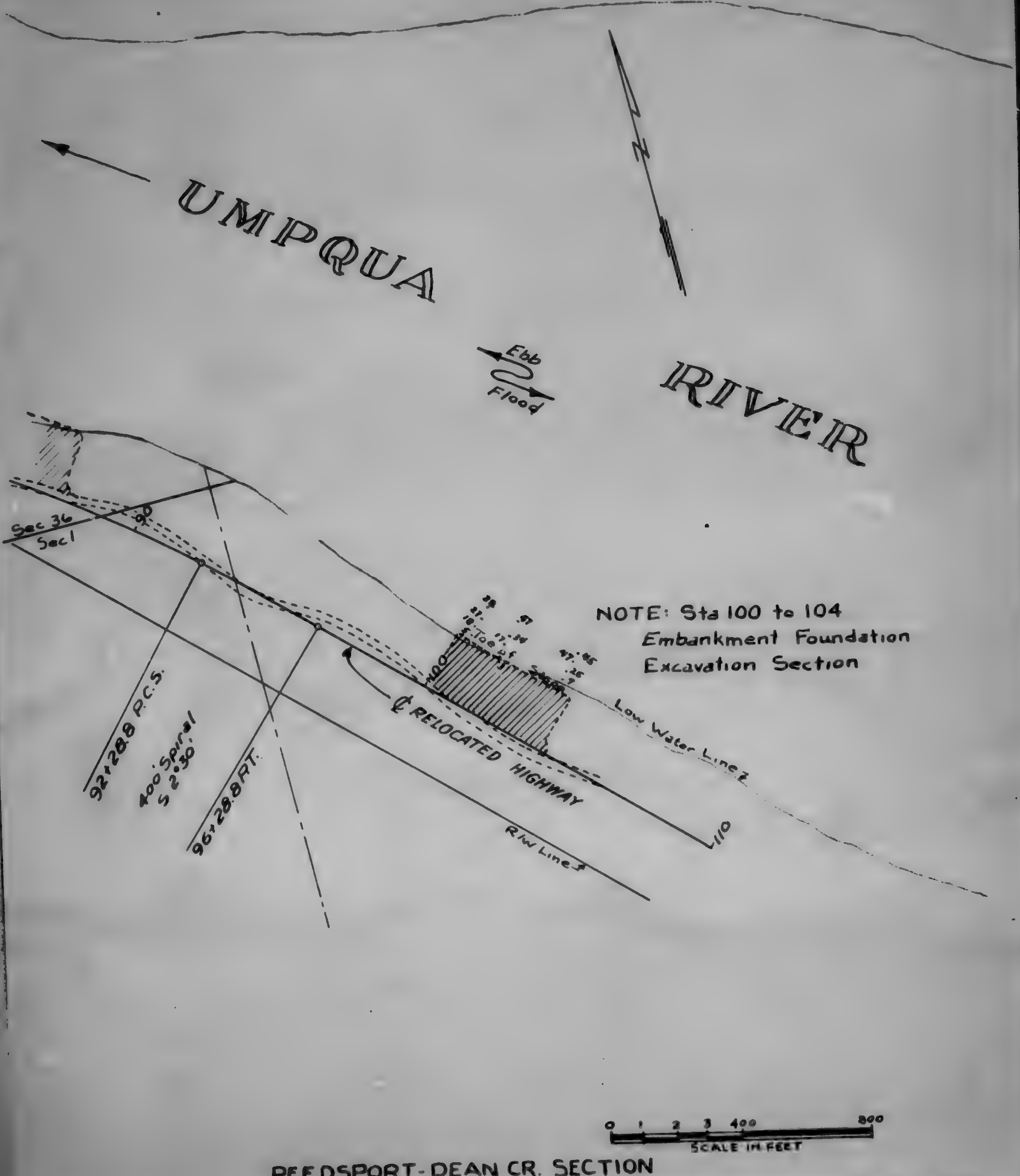
1R-5-902



REEDSPORT-DEAN CR. SECTION

Sheet 3 of 4

1R-5-702



NOTE: Sta 100 to 104
Embankment Foundation
Excavation Section

REEDSPORT-DEAN CR. SECTION

Sheet 4 of 4

RECEIVED
MAR 31 1955
FOR FILING

F-178 (3)
4325

5355

March 30, 1955

Coos Bay Dredging Company
Post Office Box 217
Coos Bay, Oregon

Attention: Mr. Jack McLeod

Gentlemen:

This will acknowledge your letter of March 24 requesting permission to delay traffic for at least an hour during blasting operations in connection with Contract No. 4325, West Unit, Reedsport-Dean Creek Section, and, also, requesting us to divert as much traffic as possible through Mapleton.

All traffic through construction operations on existing highways is occasionally delayed by as much as an hour, depending upon the character of the rock and the possibility of predetermining the way the material will break, but we expect the contractor to use every means in his power to avoid delaying traffic, and I cannot agree to your request to close the road for an hours' time. If we had contemplated granting a definite time, it would have been mentioned in the contract and undoubtedly would have influenced other contractors' bids.

The Mapleton route is too far out of line.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith

HGS:ar lg

ASSIGNMENT

Date: March 28, 1955 No. 5756 By

Description: Letter of March 24 by Jack McLeod asking whether it would be possible to obtain permission to delay traffic for approx. an hour when blasting in connection with Contract 4325, W. Unit, Reedsport-Dean Creek project.

Acknowledged by_____ Referred to Smith

☒ Investigate and report with recommendation
☐ Such action as necessary and report
☐ Comment or recommendation
☐ Return with rough draft of reply
☐ Prepare reply for signature of Mr.________
☐ Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Executed 3-29-55 Report Received__________

IED 1902
D. PRESIDENT

READYMIX CONCRETE

REDGING CO.

CEMENT • CONCRETE SAND • MASON SAND

TELEPHONE: CONGRESS 7-2192

Y, OREGON

March 24, 1955.

PLEASE RETURN TO
W. C. WILLIAMS

REFERRED TO
BY SECRETARY

NOTE
W. C. WILLIAMS

uld be possible to obtain
period of at least an hour
on with our Contract #4325,
ject.

This Contract requires considerable blasting and it is practically impossible to complete the work without delaying the traffic.

If as much traffic as possible from Eugene could be diverted through Mapleton, it would save the motorist considerable time but we assume a sign of this nature would be unlawful.

Thanking you kindly for a reply to these questions, we remain

Yours very truly,

COOS BAY DREDGING COMPANY,

By Jack McLeod

REFERRED TO
Mr. Williams
By State Highway Engineer

DMB/hr

Please prepare a reply

RECEIVED
MAR 25 1955
OREGON
STATE HIGHWAY COMMISSION

GENERAL CONTRACTORS
ESTABLISHED 1902
JACK McLEOD, PRESIDENT
READYMIX CONCRETE

COOS BAY DREDGING CO.

CRUSHED ROCK • GRAVEL • CRUSHED ROAD GRAVEL • CEMENT • CONCRETE SAND • MASON SAND

POST OFFICE BOX 217
TELEPHONE: COngress 7-2192

COOS BAY, OREGON

March 24, 1955.

PLEASE RETURN TO
W. C. WILLIAMS

REFERRED TO
BY SECRETARY

NOTED
W. C. WILLIAMS

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. H. B. Glaisyer,
Secretary.

Gentlemen:

We are writing to inquire if it would be possible to obtain permission to delay traffic for a period of at least an hour when blasting the rock in connection with our Contract #4325, West Unit-Reedsport-Dean Creek project.

This Contract requires considerable blasting and it is practically impossible to complete the work without delaying the traffic.

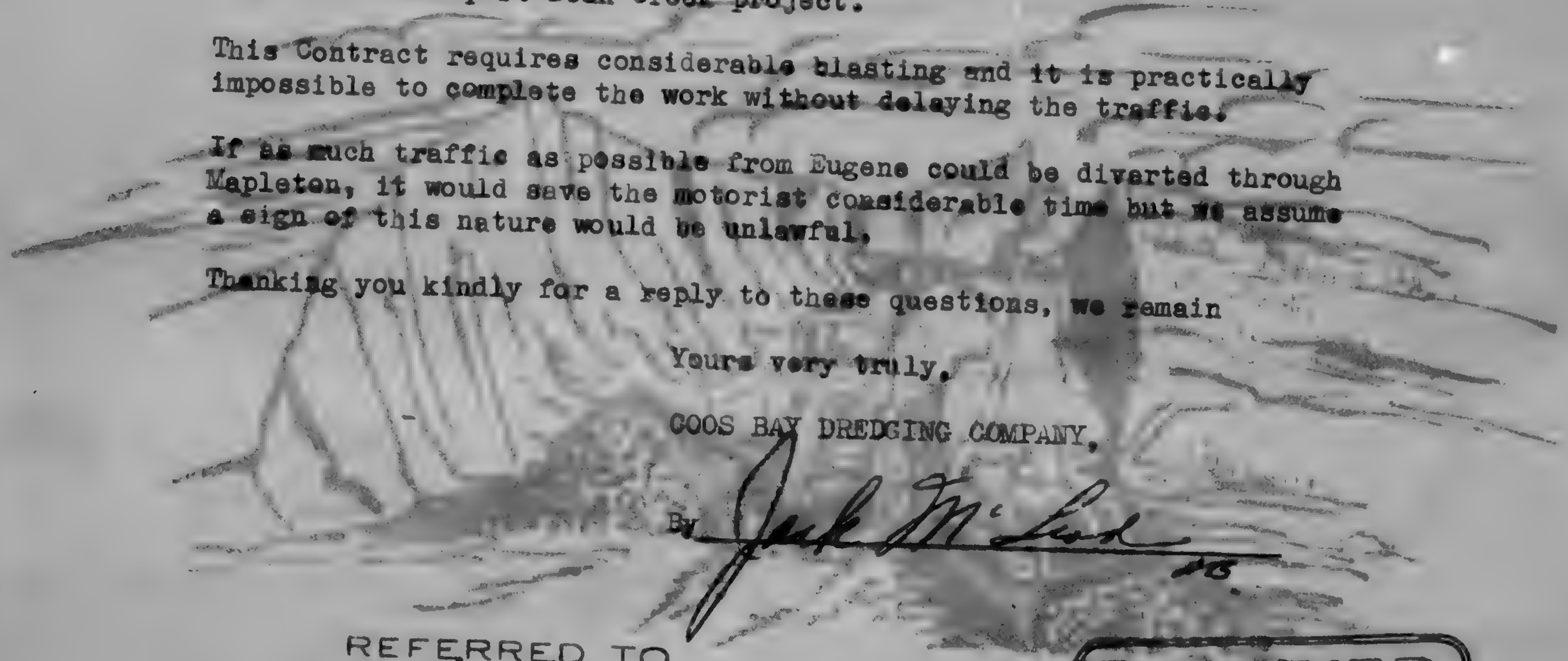
If as much traffic as possible from Eugene could be diverted through Mapleton, it would save the motorist considerable time but we assume a sign of this nature would be unlawful.

Thanking you kindly for a reply to these questions, we remain

Yours very truly,

COOS BAY DREDGING COMPANY,

By Jack McLeod
HB

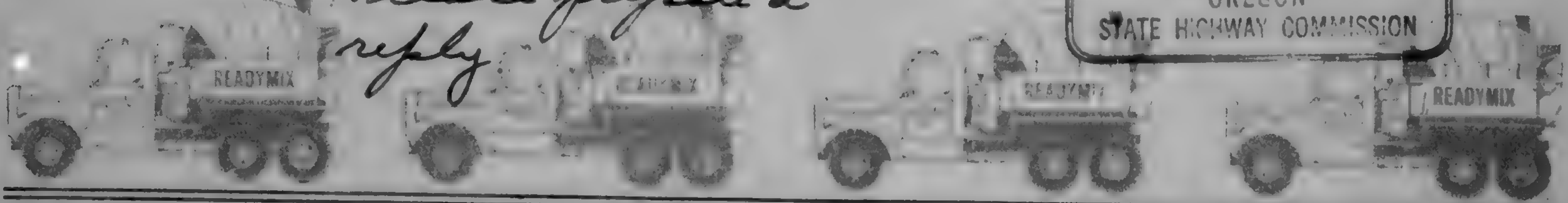


REFERRED TO
Mr. Williams
By State Highway Engineer

DMB/hr

Please prepare a
reply

RECEIVED
MAR 25 1955
OREGON
STATE HIGHWAY COMMISSION



FEB 15 1955

F #178 (5)

FORM K-33X—90,000—10-54—78184

4325

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1955

SUBJECT:

To:

Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontract between the Coos Bay Dredging Company, Inc., and E. A. Messer & Associates, covering blasting only on Item 3, of the West Unit, Reedsport-Dean Creek Contract No. 4325, Oregon F-178 (5) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: W. C. Williams
C. G. Polk (2)

RECEIVED
JAN 11 1955
FOR FILING

F-178/31
4-5

January 11, 1955

Coos Bay Dredging Company
Box 217
Coos Bay, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4325, which was awarded to you by the State Highway Commission on December 10, 1954, covering the West Unit, Reedsport-Dean Creek Section of the Umpqua Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
DEC 28 1954
FOR FILING

F-178(5)
4325

December 27, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 16, 1954 on Contract No. 4325, West Unit, Reedsport-Dean Creek Section, in Douglas County, in connection with Federal-aid Project No. F-178 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

DBP:eh me

cc Mr. W. C. Williams
Mr. S. H. Probert

RECEIVED
[illegible]
FOR FILING

F-178 (5)
4325

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 21, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To:
Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

The subcontract between the Coos Bay Dredging Company and the Coos-Bend Trucking Company and Wayne Ferguson, covering Item 1, of the West Unit, Reedsport-Dean Creek Contract No. 4325, Oregon F-178 (5), is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: W. C. Williams
C. G. Polk (2)

RECEIVED
DEC 30 1954
FOR FILING

F-11877
4325

December 10, 1954

NOTED
J. Mc C.

Coos Bay Trucking Co.
Box 917
Coos Bay, Oregon

Gentlemen:

The State Highway Commission on October 29th accepted your proposal for grading and oiling on the West Unit, Reedsport-Deans Creek Section of the Umpqua Highway in Douglas County for the sum of $[illegible] and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4325.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

ads

cc - Mr. [illegible] S. Savage
Mr. E. [illegible] Smith
Mr. S. H. Probert
Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington
Attn: Dorothy McCormack

RECEIVED
DEC 15 1954
FOR FILING

F-178(-)

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
December 10, 1954
2:15 p.m.

Coos Bay Dredging Co.
Box 217
Coos Bay, Oregon

Contract for West Unit, Reedsport-Dean Creek Section of Umpqua Highway in Douglas County for which you submitted low bid on October 28 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CC: CONFIRMATION
Accounting (5003-900)
Files
C. W. Head

RECEIVED
DEC 15 1954
FOR FILING

F-178(5)

4322

December 10, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and oiling work on the West Unit of the Reedsport-Dean Creek Section of the Umpqua Highway in Douglas County, Project F-178 (5), to the Coos Bay Dredging Co. of Coos Bay, Oregon, on the basis of the bid of $290,929.00 submitted on October 28, 1954.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SWP:ch

RECEIVED
FOR FILING

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

December 10, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-178(5), West Unit, Reedsport-Dean Creek Section of the Umpqua Highway, we hereby concur as of this date in award of contract to Coos Bay Dredging Company, Inc. of Coos Bay, Oregon, low bidder in the amount of $290,929.00 at the October 28, 1954 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
[illegible] 13 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 6 - 1954
FOR FILING

Const.
Fed. Aid
Prog. & Proj.

F-178(5)

November 4, 1954

Agenda Item 5c

Mr. I. G. Johnson, City Recorder
City Hall
Reedsport, Oregon

MISC. CONTRACTS and
AGREEMENTS No. 1604

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission, Douglas County and the City of Reedsport re designating the Umpqua Highway (ORE 38) as a throughway from Reedsport to a connection with US99 (New Route) at Anlauf.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc: 1

P.S. The original of the above agreement has been retained in this office for the Commission's files.

[illegible]

FORM E-30 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1954

AGENDA
OCT [illegible]8 1954

5-C
C

SUBJECT:

To: Mr. W. C. Williams
OFFICE

L

Glaisyer.

Attached are four copies of a throughway agreement covering the West Unit, Reedsport-Dean Creek Section of the Umpqua Highway in Douglas County.

Three copies of the agreement have been executed by Douglas County and the City of Reedsport and may be presented to the Highway Commission after the Umpqua Highway has been adopted as a throughway by the Commission.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

RECEIVED
[illegible] 1954
STAT[illegible]EER

NOTED
W. C. WILLIAMS

(A)

orig 3 copies

M

FORM E-30 25M 9-51 62319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 13, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Mr. Williams:

The attached agreement to be entered into between the State, Douglas County, and the City of Reedsport relative to the establishment of the Reedsport-Dean Creek Section of the Umpqua Highway as a throughway has been approved as to form by the Chief Counsel. You will note, however, that certain changes were made in the agreement. On page 3 of the agreement, paragraph 2-b relating to the closure of Second Street in Reedsport has been deleted, and on page 5, paragraph 8 of the agreement, the clause requiring the City to indemnify the State against claims arising from any change of grade has been stricken out.

The agreement has been approved by this office in reliance upon the advice that the construction of the throughway will not result in the change of grade of any street, and further, that no grade has heretofore been established with respect to any street affected by the construction of the throughway, with the possible exception of Second Street, which may have an established grade by reason of construction.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Robert L May

ROBERT L. MAY, JR.
Assistant Counsel

NOTED
W. C. WILLIAMS

RLM:avh

FORM E-30 25M 9-51 62315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Oct. 12, 1954

SUBJECT:

To:

Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Mr. Williams:

In accordance with your request, we are forwarding to you ten copies of an agreement to be made with Douglas County and the City of Reedsport.

You will note that only one copy has an exhibit attached. May I request that you attach the exhibits to the other nine copies, making sure that all these exhibits have a profile of the terrain as well as the map.

Yours very truly,

NOTED
W. C. WILLIAMS

C. W. ENFIELD
Chief Counsel

By O. E. McAdams Jr.
O. E. McADAMS, JR.
Assistant Attorney

OEMcA:FRC

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NOV 4 1954
FOR FILING

Const
Fed Aid
Prog [illegible]
(F-175 [illegible])

November 4, 1954

Agenda Item 5c

County Court of Douglas County
Court House
Roseburg, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Douglas County a fully executed copy of an agreement between the State Highway Commission, Douglas County and the City of Reedsport re designating Umpqua Highway (Ore 38) as a throughway from Reedsport to a connection with US 99 (New Route) at Anlauf.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

P.S. The original of the above agreement has been retained in this office for the Commission's files.

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[illegible]

F-178(3)

October 25, 195[illegible]

Oregon State Highway Commission

Gentlemen:

While the Umpqua Highway (OR38) is not being constructed as a fully access-controlled facility, we are attempting to control access in so far as economically feasible to do so.

In this respect, we will run into difficulties in the closing of streets not now existent in Reedsport as well as possible subdivisions elsewhere. This matter can be simplified if the Highway is designated as a throughway, so in this respect I recommend that the Umpqua Highway be designated a throughway between Reedsport on the west and a connection with US99 at Anlauf on the east.

This matter will be on the agenda for your consideration, and in the event that you approve the throughway designation there will be an agreement to be executed between the State, the County, and the City relative to certain closures of streets on the section for which we are now taking bids at Reedsport. This agreement has already been executed by the County and City.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

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Const.
Fed Aid
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(F-178(5))

October 29, 1954

Coos Bay Dredging Company, Inc.
Box 217
Coos Bay, Oregon

Gentlemen:

The State Highway Commission on October 28, 1954 accepted your bid in the amount of $290,929 for grading and oiling on the West Unit, Reedsport-Dean Creek Section of the Umpqua Highway easterly from Reedsport in Douglas County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

Xed

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OCT 18 1954
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
Const
Fed Aid
Progs. Prog.
F-178 (5)

October 14, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Oregon Highway Department October 8, 1954 request for individual project program change in Item 170, Project F-178(5), Federal-aid Primary Highway Program, Supplement No. 17, was approved by Acting Division Engineer F. E. Andrews October 11, 1954. This letter will confirm our previous verbal notification in this matter.

The project total cost will now read $415,000, Federal Funds $249,000, State funds $166,000, mileage 1.36 and character of proposed work, grade and drain, 2-lane intermediate type surfacing.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
OCT 15 1954
OREGON
STATE HIGHWAY COMMISSION

File

RECEIVED
OCT 15 1954
FOR FILING

Const
Fed Aid
Prog & Pre
(F-178(5))

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

405 STATE HIGHWAY BLDG.
SALEM, OREGON

October 13, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-178(5), West Unit, Reedsport-Dean Creek Section of the Umpqua Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Please furnish the usual copies of a resolution from the city council of Reedsport covering the proposed construction within the city limits.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
OCT 15 1954
OREGON
STATE HIGHWAY COMMISSION

ER-14(1) West Unit, Reedsport-Dean 1957
4325 Cr. Sec., of Umpqua Hwy.
Emerg. Relief Proj.

RECEIVED
MAR 12 1957
FOR FILING
ER 14(1)

CPR8-2406

State Oregon
Project No. ER-14(1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

T made this ~~[illegible]~~ 6 day of March, 1957,

State Highway Commission

, constituting

way Department of the State of Oregon
Department, and the Commissioner of Public Roads, Bureau of Public
e, hereinafter called the Commissioner, pursuant to the provisions of the
1, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary

Whereas the Highway Department of said State submitted on the 17th day of February, 1956, a program, which was approved on the 29th day of March, 1956, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 17th day of May, 1956, and the sum of sixty six thousand, seven hundred forty one and 00/100 dollars ($66,741.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

CPR8-2406

Form PR 2 (Revised 1950)

State Oregon

Project No. ER-14(1)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 6 day of March, 1957, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 17th day of February, 1956, a program, which was approved on the 29th day of March, 1956, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 17th day of May, 1956, and the sum of sixty six thousand, seven hundred forty one and 00/100 dollars ($66,741.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

Article II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

~~Between~~ Flood damage repair between Stations 92+00 and 105+00, southeast of Reedsport,

, length 0.000 miles, in Douglas County, being Oregon project No. ER-14(1), consisting of 0.000 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, • ~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of sixty six thousand, seven hundred forty one and 00/100 dollars ($66,741.00), which does not exceed the authorized Federal pro rata share of one hundred thirty three thousand, four hundred eighty two and 80/100 dollars ($133,482.80), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By W K McIver

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By Polk
District XXXXXXXXEngineer,
Bureau of Public Roads.

March 4, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission for the W. Unit, Reedsport-Dean Creek Section, Project No. ER-14(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]:lw

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

West Unit, Reedsport - Dean Creek Section
Umpqua Highway
Douglas County

NATURE OF WORK:

Slide Damage Repair to Roadway

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

DATE OF COMPLETION:

REMARKS:

Emergency Relief Project. Work by state Force and Extra Work Order by Contractor

November 29, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing four copies of estimate as basis for project agreement for the West Unit, Reedsport-Dean Creek Section, Project No. ER-14(1).

This work involves emergency slide removal work by an extra work order under contract number 4325 and additional slide removal and resloping work under a later contract awarded by competitive bids.

We submitted a letter to you on May 10, 1956, setting forth our reasons for performance of the emergency work by method other than normal contracting procedure.

Very truly yours,

W. C. Williams
State Highway Engineer

By

W. M. Stiffler
Asst. State Highway Engineer

JWM:ia

Encl.

Oregon State Highway Department

Federal Aid
Project No. ER-14(1)

WEST UNIT, REEDSPORT-DEAN CREEK SECTION OF THE UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices and estimated cost of work by Extra Work Order.)

Salem, Oregon, November 27, 1956

Type Code 2010
Roadway (Sta. 92+00 to Sta. 105+00)(Contract 4750)

34 cu. yds.	Drainage Excavation, Unclassified	$ 3.50	$ 119.00
140 hours	Tractor and Dozer, 115 H.P.	17.00	2,380.00
90 hours	Tractor and Dozer, 62 H.P.	13.50	1,215.00
550 hours	Power Shovel	16.00	8,800.00
1,550 hours	Dump Trucks	6.50	10,075.00
90 lin. ft.	18 Inch Corrugated Metal Pipe	4.10	369.00
380 lin. ft.	Metal Guard Rail	3.00	1,140.00
300 lin. ft.	Salvaging and Reinstalling Guard Rail	3.00	900.00
3,200 cu. yds.	Coarse Crushed Material in Base	3.25	10,400.00
260 cu. yds.	3/4" - 0 Material in Base	3.50	910.00
90 M-gal.	Sprinkling	4.00	360.00
			$36,668.00
All Required	Flagging (57½% of Contractor's Cost)		750.00
			$37,418.00

Slide Removal (Extra Work Order by Coos Bay Dredging Co., Contract No. 4325.) Based on estimated cost of work to be done.

All Required	Labor, Equipment, Materials and Supplies	$83,930.00
	Subtotal	$121,348.00
	10% Engr. & Cont.	12,134.80
	Total	$133,482.80

Length of Project 0.000 Mile

Federal Funds -	$ 66,741.40
State Funds -	66,741.40
	$133,482.80

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

WEST UNIT, REEDSPORT-DEAN CREEK SECTION

Project No. ER-14(1)

Summary of Estimated Cost of Slide Removal by Coos Bay Dredging Co. by Extra Work Order No. 1 (Contract No. 4325)

Labor	$24,512.00
Equipment	44,968.00
Materials and Supplies	14,449.00
Total	$83,930.00

Oregon State Highway Department

Federal Aid
Project No. ER-14(1)

WEST UNIT, REEDSPORT-DEAN CREEK SECTION OF THE UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 17, 1956

Type Code 2010
Roadway (Sta. 98+00 to Sta. 105+00)

34	cu. yds.	Drainage Excavation, Unclassified	$ 4.00	$ 136.00
140	hours	Tractor and Dozer, 115 H.P.	15.00	2,100.00
90	hours	Tractor and Dozer, 62 H.P.	10.00	900.00
550	hours	Power Shovel	13.75	7,562.50
1,550	hours	Dump Trucks	6.50	10,075.00
90	lin. ft.	18 Inch Corrugated Metal Pipe	4.50	405.00
380	lin. ft.	Metal Guard Rail	2.50	950.00
300	lin. ft.	Salvaging and Reinstalling Guard Rail	1.50	450.00
3,200	cu. yds.	Coarse Crushed Material in Base	2.75	8,800.00
260	cu. yds.	3/4" - 0 Material in Base	3.00	780.00
90	M-gal.	Sprinkling	3.00	270.00
		Subtotal		$ 32,428.50
		10% Engr. & Cont.		3,242.85
		Total		$ 35,671.35

Length of Project 0.000 Miles

Federal Funds	$17,800.00
State Funds	17,871.35
	$35,671.35

Oregon State Highway Department

Federal Aid Project No.
ER-14(1)

WEST UNIT, REEDSPORT-DEAN CREEK SECTION

OF THE UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 19, 1956

Type Code 2010
Roadway (Sta. 92+00 to Sta. 105+00)

34	cu. yds.	Drainage Excavation, Unclassified	$ 4.00	$ 136.00
140	hours	Tractor and Dozer, 115 h.p.	15.00	2,100.00
90	hours	Tractor and Dozer, 62 h.p.	10.00	900.00
550	hours	Power Shovel	13.75	7,562.50
1,550	hours	Dump Trucks	6.50	10,075.00
90	lin. ft.	18-inch Corrugated Metal Pipe	4.50	405.00
380	lin. ft.	Metal Guard Rail	2.50	950.00
300	lin. ft.	Salvaging and Reinstalling Guard Rail	1.50	450.00
3,200	cu. yds.	Coarse Crushed Material in Base	3.40	10,880.00
260	cu.yds.	3/4" - 0 Material in Base	3.75	975.00
90	M-gal.	Sprinkling	3.00	270.00
				$ 34,703.50
All Required		Flagging (57½% of Contractors Cost)		750.00
		Subtotal		$ 35,453.50
		10% Engr. & Cont.		3,545.35
				$ 38,998.85

Length of Project 0.000 miles

Federal Funds- -	$ 19,000.00
State Funds- -	19,998.85
	$ 38,998.85

Form E-

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

W. Unit Reedsport-Dean Cr

ER-14(1)

Voucher	Date	Labor	Equip	Mat'ls	
5475	12/24-31.	$1,201.90	5126.14	324.61	
"	1/1-14	2735.88	6689.54	44607	
17390	1/15-28	5115.25	10,103.10		
"	1/28-2/10	4,183.19	8,586.59		
"	2/11-29	4,161.98	3,117.64		
"	3/1-17	3,687.41	2,105.33		
"	3/18-31	1,835.00	1,470.87		
"	4/1-14	1,203.34	1,347.99		
"	4/15-25	340.34	970.76		
"	1/12-2/9		2039.11		
"	Jan		124.43	5222.37	
"	Feb		31.75	7887.67	
"	Mar.-Apl		1698.36	567.42	
	May	47.51	1556.31		
		$24,511.80	44,967.92	14,448.14	
			Total	83,927.86	OK

Form E-49

NOTED
R. N. CHASE

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET 1 OF .... SHEETS

W. Unit, Reedsport
EWO #1.

Voucher # 5475

Equip.	Hrs	Rate	Total	Material	Labor	hrs	Rate	Total
	Dec 24	- 31st		1.80		Dec 24 - 31st.		
1 1/2 yd Shovel	42.5	17.15	728.88	32.20	Dec	24		89.78
D-8 & Dozer	115	14.75	1,696.25	200 10	Dec	25		117.60
14 yd Tourn-arocker	83	16.80	1,394.40	75.05	Dec	26		128.64
Blade	3	10.00	30.00		"	27		110.59
TD 24	32	16.20	518.40		"	28		116.60
			$4,367.93	$309.15	"	29		87.32
					"	30		117.63
					"	31		208.58
Equip	4,367.93	Labor	$976.75	Mat'l	$309.15			$976.74
15%	655.19	5%	48.84	5%	15.46			
	5,023.12		1,025.58		$324.61			
Ins	$148.77			Int	$103.02			
welfare	$27.55							
Jan	1st - 14th.							
Labor.	2735.88							
Equip	6689.54							
Mat'l	446.07							
	9871.49							

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Oct. 25, 1956

SUBJECT: West Unit, Reedsport-Dean Creek
Extra Work Order
Contract No. 4325

To: E. A. Pease
Construction Office Engineer
Salem, Oregon

In reply to your letter requesting a segregation of charges between work performed on slides at Station 71+00-72+50 and Station 95+00 and 101+00, be advised that:

1. Work done on slides Station 71+00-72+50 was performed between the dates October 31 and November 17, 1955.

2. This work totaled $2,589.31 and was paid on estimate No. 12 dated December 10, 1955.

3. The itemization of charges was submitted with the above estimate together with the record of Extra Work Bills and totals $2,589.31.

4. Work on the major E.R. slide, Station 95 to 101 was commenced December 3 and thus was separated from the minor non E.R. slide by an elapse of a few weeks time.

Please advise if the above infomation will allow the desired segregation.

Larry Rulien
Office Engineer

dls

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[illegible] 1956
OFFICE OF
[illegible]

FORM E-30X—50M—11-55—90225

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 11, 1956

SUBJECT:

To: ~~Mr. Frank Morgan~~
~~Division Engineer~~
~~State Highway~~ Department
~~Roseburg, Oregon~~

Reference is made to Extra Work Order No. 1 (revised) on the West Unit, Reedsport-Dean Creek Section of the Umpqua Highway. This order covers two major slides: one being between Station 95+00 and Station 101+00, and the other one between Station 71+00 and 72+50. The slide between Station 95+00 and 101+00 is eligible for emergency relief funds, while the other one between Stations 71+00 and 72+50 is not.

When the bills were submitted for this extra work order they covered both sections and Mr. Probert has now asked that we segregate the costs between the two sections. I am attaching hereto copies of the bills and a copy of the extra work order, and ask that you have the engineer attempt to segregate the charges to be made on each of the sections.

Tom Edwards
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:of

Attachments

cc to: S. H. Probert ✓

F-73(12) Tualatin River-Middleton Unit, 1954
Tigard-Newberg Sec., Pacific Hwy.
#4326 [redacted]

RECEIVED

NO
W. C.

FOR FILING

Contract No. 4326
Tualatin River-Middleton Unit

F-73(12)

FINAL COST ANALYSIS

May 6, 1958

Grading and Paving
Rogers Construction Company, Contractor
Lowell A. Johnston, Resident Engineer

Pacific Highway West
Prefix 34-1085
Project F 73(12)

#326

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Clearing and Grubbing	100%	All	$7,500		$ 6,193.86	$ 7,500.00
*Removal of Pavement	3,341.7	Sq. Yds.	.50	$ .40	1,348.96	1,670.85
*Drainage Excavation	1,742.91	Cu. Yds.	2.00	1.67	2,915.17	3,485.82
*General Excavation	239,153.2	Cu. Yds.	.24	.22	52,845.96	57,396.77
*Short Overhaul	795,277	Yd. Stas.	.005	.0047	3,701.28	3,976.39
*Long Overhaul	34,040.6	C-yd. Sta.	.25	.24	8,322.01	8,510.15
*Finish R/B & Slopes	4.51	Miles	400.00	397.17	1,791.24	1,804.00
*Rounding Cutbanks	3,000	Lin. Ft.	.10	.09	269.32	300.00
*12" Concrete Pipe	3,585	Lin. Ft.	1.25	1.19	4,254.01	4,481.25
*18" Concrete Pipe	1,852	Lin. Ft.	2.50	2.43	4,508.00	4,630.00
*24" Concrete Pipe	388	Lin. Ft.	3.50	3.37	1,306.98	1,358.00
*36" Concrete Pipe	93	Lin. Ft.	6.50	6.49	603.13	604.50
*6" Perf. Metal Drain Pipe	1,250	Lin. Ft.	1.50	1.30	1,622.47	1,875.00
*Special Backfill in Drains	1,124	Cu. Yds.	5.00	4.92	5,527.97	5,620.00
*Concrete Manholes	2	Each	250.00	188.05	376.09	500.00
*Concrete Catch Basins	6	Each	80.00	67.62	405.72	480.00
*1¼" Electrical Conduit	320	Lin. Ft.	1.50	1.04	332.42	480.00
*Metal Guard Rail	1,717	Lin. Ft.	2.00	1.80	3,091.65	3,434.00
*Coarse Mat'l in Base	118,367	Cu. Yds.	2.05	1.84	217,613.85	242,652.35
*3/4"-0 Material in Base	17,501	Cu. Yds.	2.05	1.91	33,375.64	35,877.05
*&**Sprinkling	2,640.6	M-gal.	1.00	1.04	2,739.33	2,640.60
**3/4"-0 Material in Binder	1,676	Cu. Yds.	3.00	2.83	4,742.73	5,028.00
**RC-3 Asphalt in Binder	213.26	Tons	36.00	33.13	6,851.87	7,677.36
**Class "B" Asphaltic Conc.	24,030.06	Tons	5.20	4.73	113,656.00	124,956.31
**Furn. & Place RS-1 Asphalt	32.75	Tons	38.00	35.92	1,176.41	1,244.50
*Structural Excavation	251.48	Cu. Yds.	2.00	1.76	442.75	502.96

Contract No. 4326

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Furnish Timber Piling	3,300	Lin. Ft.	$ .80	$ .73	$ 2,400.75	$ 2,640.00
*Drive Timber Piles	66	Each	35.00	32.81	2,165.72	2,310.00
*Class "A" Conc. in Bridge	275.02	Cu. Yds.	58.00	52.68	14,487.22	15,951.16
*Class "A" Conc. in Box Culvert	125.05	Cu. Yds.	58.00	56.80	7,102.86	7,252.90
*Metal Reinforcements	88,812	Lbs.	.105	.097	8,617.78	9,325.26
*PA #1 Cr. Deletion of Bracket and Posts	14	Each	5.00			- 70.00
*PA #2 Cement Adj. Favor of Contr.	18.14	Bbl.	3.45	3.45	62.58	62.58
*PA #3 Extra Clearing & Grubbing	1	Acre	800.00	552.73	552.73	800.00
*PA #4 6" Perf. Metal Drain Pipe	4,692	Lin. Ft.	1.75	1.55	7,293.74	8,211.00
*PA #6 Furn. & Install Concrete Sight Posts	160	Each	10.00	8.07	1,290.95	1,600.00
*Force Account					7,877.08	8,354.80
					$531,866.23	$585,123.56

	Gross Revenue	Total Cost	Profit	% Profit
Rogers Construction Co.	$444,897.39	$404,069.22	$40,828.17	9.2%
Babler Brothers	140,226.17	127,797.01	12,429.16	8.9%
	$585,123.56	$531,866.23	$53,257.33	9.1%

DETAIL OF COSTS

LABOR:						
Labor					$157,177.88	
Labor Insurance					11,635.12	
Health and Welfare					3,126.69	
						$171,939.69
MATERIALS:						
12" Concrete Pipe	3,585	L.F.	At	$ .97	$ 3,477.45	
18" Concrete Pipe	1,852	"	"	2.10	3,889.20	
24" Concrete Pipe	385	"	"	2.95	1,135.75	
36" Concrete Pipe	93	"	"	5.60	520.80	
6" Perf. CMP	5,942	"	"	.95	5,644.90	
6" " " bands	295	Ea.	"	.95	280.25	
Electrical Conduit	320	L.F.	"	.75	240.00	
Concrete Sight Posts	160	Ea.	"	4.85	776.00	
Metal Guard Rail, Incl. Wood Posts	1,717	L.F.	"	1.22	2,094.74	
RC-3 Asphalt	213.26	Tons	"	25.75	5,491.45	
85-100 Asphalt	1,678.73	Tons	"	22.50	37,771.43	
RS-1 Asphalt	32.75	"	"	25.20	825.30	
Freight on Asphalt	1,924.74	"	"	1.45	2,766.97	
Amt. Paid for Paving Aggregate & Backfill					21,258.48	
Amt. Paid for Riprap Rock					685.10	
Redi-Mix Concrete					6,581.12	
Reinforce Steel					7,549.02	
						$100,987.96
EQUIPMENT RENTALS & MISC. SUPPLIES:						
Equipment Rental, Owned					$125,169.80	
Equipment Rental, Hired					31,312.99	
Gas, Oil, and Grease					31,541.83	
Heating Oil					5,367.61	
Bond					4,388.43	
P.U.C.					1,098.35	
P.L. & P.D. Insurance					1,995.37	
Freight and Cartage					4,871.52	
Small Tools and Misc. Supplies					4,484.45	
Amt. Paid for Quarry Site					5,000.00	
Amt. Paid for Drilling & Shooting Quarry					21,958.15	
Lumber and Piling					4,273.83	
Home Office and General Overhead					17,476.25	
						$258,938.58
						$531,866.23

DETAIL OF COSTS

Rogers Construction Company

LABOR:

Labor	$134,363.13	
Labor Insurance	9,912.71	
Helath and Welfare	2,397.00	
		$146,672.84

MATERIALS:

Reinforce Steel					$ 7,549.02	
12" Concrete Pipe	3,585	L.F.	At	$ .97	3,477.45	
18" Concrete Pipe	1,852	"	"	2.10	3,889.20	
24" Concrete Pipe	385	"	"	2.95	1,135.75	
36" Concrete Pipe	93	"	"	5.60	520.80	
6" Corr. Metal Perf. Pipe	5,942	"	"	.95	5,644.90	
6" " " Bands	295	Each	"	.95	280.25	
Electrical Conduit	320	L.F.	"	.75	240.00	
Concrete Sight Posts	160	Each	"	4.85	776.00	
Guard Rail, Incl. Wood Posts	1,717	L.F.	"	1.22	2,094.74	
Redi-mix Concrete					6,581.12	
Riprap Rock					685.10	
Special Backfill Material					3,372.00	
						$ 36,246.33

EQUIPMENT RENTALS & MISC. SUPPLIES:

Equipment Rental, Owned	$109,531.11	
Equipment Rental, Hired	30,091.99	
Gas, Oil and Grease	22,886.22	
Bond	3,570.28	
P.U.C.	877.95	
P.L. & P.D. Insurance	1,679.54	
Freight and Cartage	4,364.02	
Amt. Paid for Quarry Site	5,000.00	
Lumber and Piling	4,273.83	
Amt. Paid for Drilling and Shooting Quarry	21,958.15	
Small Tools and Misc. Supplies	3,534.45	
Home Office and General Overhead	13,382.51	
	$	$221,150.05
		$404,069.22

DETAIL OF COSTS

Babler Brothers

LABOR:						
Labor					$ 22,814.75	
Labor Insurance					1,722.41	
Health and Welfare					729.69	
						$ 25,266.85
MATERIALS:						
RC-3 Asphalt	213.26	Tons	At	$25.75	$ 5,491.45	
85-100 Asphalt	1,678.73	"	"	22.50	37,771.43	
RS-1 Asphalt	32.75	"	"	25.20	825.30	
Freight on Asphalt	1,924.74	"	"	1.45	2,766.97	
Amt. Paid for Paving Aggregate & Oiling Aggregate					17,886.48	
						$ 64,741.63
EQUIPMENT RENTALS & MISC. SUPPLIES:						
Equipment Rentals, Owned					$ 15,638.69	
Equipment Rentals, Hired					1,221.00	
Gas, Oil and Grease					8,655.61	
Heating Oil					5,367.61	
Move In, Freight and Cartage					507.50	
P.U.C.					220.40	
P.L. & P.D. Insurance					315.83	
Bond					818.15	
Small Tools & Misc. Supplies					950.00	
Home Office & General Overhead					4,093.74	
						$ 37,788.53
						$127,797.01

REMARKS:

This was a Federal Aid Primary Project calling for the grading and paving of 4.51 miles of highway roadbed on the Tualatin River-Middleton Unit of the Tigard-Newberg Section of the Pacific Highway West in Washington County.

The contract was bid October 28, 1954, awarded December 10, 1954, work started December 20, 1954 and the project completed July 31, 1957.

The contractor moved in a D-8 cat and dozer, and a dragline shovel and a crew of three men on December 20, 1954 and started clearing and excavating for the box culvert. The clearing consisted of brush and small trees and the three-man crew completed the clearing April 9, 1955.

The contractor installed culvert pipe and box culvert simultaneously, with four men on the pipe crew and five on the box culvert. Good progress was made on these items.

The excavation was started on July 13, 1955 with three D-W 10's, two DW-20's and one D-8 pushcat, one D-8 cat and dozer used on the fill, one cat #12 grader, later two new S-12 Euclid tractors with scraper units were added. Good progress was made on the excavation but did not complete this year. Moved out October 10, 1955, resumed the grading operation July 5, 1956, and completed the grading August 22, 1956.

The contractor moved in his rock crushing plant to the Tualatin Gun Club quarry,(a private quarry) located near Sherwood one mile closer than the specified State quarry on June 15, 1956. Started crushing August 22, 1956 and crushed approximately 175,000 cubic yards of rock, averaging more than 200 cubic yards per hour, which was good production. The crush plant operated 20 hours per day. The crushed rock was hauled with an average of sixteen 8-cu. yd. hired trucks hauling 10 hours per day, one grader, one water wagon, and two rollers used on the road to process the rock. The paving aggregate was crushed and stockpiled at the quarry site. The crushing was completed January 25, 1957 and closed down for the winter. The contractor resumed operations May 20, 1957 reshaping the base rock and placing 3/4"-0 rock.

Babler Brothers, paving contractors, placed the binder course June 1, 1957; Started laying Class "B" asphaltic concrete June 13, 1957. Placed 24,030 tons in approximately 210 hours for an average of 114 tons per hour which was good production. Equipment used: one pioneer continuous paving plant, one Barbur Greene paver, an average of 10 8-cubic yard trucks, two rollers.

The contractor had good bid prices, good equipment, supervision, realizing a good profit.

M. N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
APR 24 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 23, 1958

F 73 (12)			
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4326	21 Final	Rogers Construction, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
8709	H210345	$ 17,514.43	4-23-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske.
ACCOUNTING DIVISION

Specified completion date: **Nov. 30, 1955**

Time Extensions: **July 31, 1957**

Completion Date: **July 31, 1957**

Date Accepted: **Mar. 27, 1958**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **Apr. 23, 1958**

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: APR 23 1958
GKW.

NOTED ON CARD

RECEIVED
APR 10 1958
FOR FILING

F-73(12)
4326

Apr. 10, 1958

CERTIFIED MAIL

The Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif.

Attention: Mr. Sheridan J. McCarthy

Gentlemen:

State Highway Contract No. 4326 for structure, grading and paving on the Tualatin River-Middleton Unit, Tigard-Newberg Section of the Pacific Highway West in Washington County was completed by the contractor, Rogers Construction, Inc., on July 31, 1957, and was formally accepted by the Highway Commission on Mar. 27, 1958.

Final payment in the amount of $17,514.43 will be released to the contractor on or after Apr. 21, 1958. The total contract amount is $585,123.56, of which amount $8,354.80 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

FORM E-133

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

RECEIVED
APR 1 1958
FOR FILING
F 23 ([illegible])
4326

Mar. 31, 1958

Rogers Construction, Inc.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

The State Highway Commission at its meeting held on Mar. 27, 1958, had under discussion your request for an extension of time from Nov. 30, 1955, to July 31, 1957, within which to complete your contract No. 4326, for structure, grading and paving on the Tualatin River-Middleton Unit, Tigard-Newberg Section of the Pacific Highway West in Washington County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Tom Edwards
A. G. Skelton
Lowell Johnston

NOTED ON CARD
OW

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MAR 25 1958
FOR FILING

F-73

4326

March 24, 1958

Oregon State Highway Commission

Request for extension of time
No. 2
March 27-28 meeting

Gentlemen:

Herewith is a request from Rogers Construction Company for an extension of time on the Tualatin River-Middleton Unit, Contract No. 4326, from November 30, 1955 to July 31, 1957.

Bids were received for this project on October 28, 1954, but the contract was not awarded until December 10, 1954. The contractor started clearing on December 10, 1954, but, because of extremely wet weather, he was unable to work at full capacity. Also, due to weather conditions, he was unable to start grading until early summer. Work was prosecuted to the best of the contractor's ability whenever conditions would permit. Further, in the early part of 1956, severe flooding in the area of the project caused considerable damage, necessitating considerable repair and further delaying the contractor.

Mr. C. G. Polk of the Bureau of Public Roads will concur in the extension to July 31, 1956, only without penalty. We are allowed federal participation for engineering up to 10 per cent of the final contract cost, which in this case would be $58,512, if the project had been completed by July 31, 1956. Actual engineering expenditures to that date were $38,720 and will be all the Bureau will pay. Total engineering for the project was $70,253, which leaves $31,533 that the State must assume.

Despite the nonconcurrence of the Bureau of Public Roads for the last year of the overrun and the excessive engineering cost, it is my belief that, due to the difficulties encountered on the project, the extension should be granted without penalty and I so recommend.

This is not a liquidated damages contract.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

Encl.
cc Mr. Tom Edwards

EAP:dmh fn

RECEIVED
FEB 26 1958
FOR FILING

F 73 (12)

4326

February 20, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

On January 27 we requested your concurrence in and extension of time on the Bradley Park-Wauna Contract, No. 4520, Oregon BF-221 (4), and on January 28 we also requested concurrence in an extension on the Tualatin River-Middleton Contract, No. 4326, Oregon F-73 (12); the Reedville-Beaverton Contract, No. 4499, Oregon F-183 (9); and the Washington County Line-Hillsdale Contract, No. 4560, Oregon S-198 (3) and US-198 (4).

We have not yet received a reply to our requests. We cannot present these contracts to the Commission for acceptance or make final payment to the contractors until we have received your recommendations. May we please have them so that these contracts can be presented to the Commission at its February 27-28 meeting for acceptance.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EAP:dmh

cc Mr. Tom Edwards

Contract 4326

Monthly transaction number 2-42	For [illegible]-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	[illegible]te Oregon
Project report number 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington
		Project number F-73(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 14, 1955, is hereby modified as follows:

Revised estimated total cost of project $ 669,087.00

Revised Federal funds $ 397,289.00

Other revisions - None.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 17th day of February, 1958.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(Title)

By M K McIver
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C J Polk
Division Engineer

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

USComm-DC 11170

February 13, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Tualatin River-Middleton Section, Project No. F-73(12).

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

RMC:bb

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Tualatin River - Middleton Section
Pacific Highway (West)
Washington County

NATURE OF WORK:

Grade, Pave and Structure

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4326 4326 Rogers Construction, Inc. 12-10-54

DATE OF COMPLETION:

Completed: 7-31-57

REMARKS: Modification of Project Agreement to increase Amount of Federal Funds

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Project No. F-73(12)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 14th day of February, 1955,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 27th day of September, 1954, a program, which was approved on the 5th day of October, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved by the District Engineer of the Bureau of Public Roads on the 13th day of October, 1954; and

Whereas the District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of three hundred forty-two thousand and 00/100 dollars ($342,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

A4.62

GPO 16—11379-5

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State **Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.** (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between **survey station LN 249+00 in the SW 1/4, Section 15, T. 2 S., R. 1 W., W.M., and survey station LN 490+44.26 in the SE 1/4, Section 36, T. 2 S., R. 2 W., W.M., without exception,**

, length **4.528** miles, in **Washington** County,

being **Oregon Federal Aid** project No. **F-73(12)**, consisting of **4.505** miles of

roadway and **one** bridges[illegible] of more than 20 feet clear span, **0.023** of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of three hundred forty-two thousand, and 00/100 dollars ($342,000.00), which does not exceed the authorized Federal pro rata share of five hundred fifty-two thousand, one hundred twenty-four and 65/100 dollars ($552,124.65), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest H B Glaisyer
SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Bureau of Public Roads.

FEB 16

Oregon State Highway Department

Federal Aid
Project No. F-73 (12)

Tualatin River - Middleton Section of the Pacific Highway West in Washington County

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon Oct. 14, 1954

Type Code 6201
Roadway (Sta. Ln 249+00 to Sta. Ln 490+44.26)

All Required	Clearing and Grubbing		$ 12,000.00
3,600 sq. yds.	Removal of Pavement	$ 0.50	1,800.00
950 cu. yds.	Drainage Excavation, Unclassified	2.50	2,375.00
203,000 cu. yds.	General Excavation, Unclassified	0.27	54,810.00
611,000 yd. stas.	Short Overhaul	0.015	9,165.00
22,800 C-yd. stas.	Long Overhaul	0.40	9,120.00
4.51 miles	Finishing Roadbed and Slopes	750.00	3,382.50
3,000 lin. ft.	Rounding Cutbanks	0.15	450.00
1,590 lin. ft.	12-inch Concrete Pipe	2.00	3,180.00
910 lin. ft.	18-inch Concrete Pipe	3.25	2,957.50
130 lin. ft.	24-inch Concrete Pipe	4.75	617.50
90 lin. ft.	36-inch Concrete Pipe	8.50	765.00
1,000 lin. ft.	6-inch Perforated Metal Drain Pipe	2.00	2,000.00
180 cu. yds.	Special Backfill in Drains	5.00	900.00
2 only	Concrete Manholes	400.00	800.00
4 only	Concrete Catch Basins	325.00	1,300.00
390 lin. ft.	1¼" Electrical Conduit	1.50	585.00
1,600 lin. ft.	Metal Guard Rail	2.30	3,680.00
102,500 cu. yds.	Coarse Material in Base	3.00	307,500.00
15,600 cu. yds.	3/4" - 0 Material in Base and Shoulders	3.10	48,360.00
3,200 M-gals.	Sprinkling	2.50	8,000.00
1,300 cu. yds.	3/4" - 0 Material in Binder Course	4.00	5,200.00
210 tons	RC-3 Asphalt in Binder Course	38.00	7,980.00
22,970 tons	Class "B" Asphaltic Concrete	6.00	137,820.00
40 tons	Furnishing and Placing RS-1 Asphalt	50.00	2,000.00
140 cu. yds.	Aggregate in Pavement Seal	5.00	700.00
130 cu. yds.	Class "A" Concrete in Box Culverts	55.00	7,150.00
23,000 lbs.	Metal Reinforcement	0.12	2,760.00
	Subtotal		$637,357.50
	10% Engr. & Cont.		63,735.75
	Total		$701,093.25

Type Code X421
Onion Flat Bridge (Sta. 331+00 to Sta. 332+20)

30 tons	Class "B" Asphaltic Concrete	$ 6.00	$ 180.00
270 cu. yds.	Structural Excavation	10.00	2,700.00
30 cu. yds.	Excavation Below Elevation Shown	15.00	450.00
3,400 lin. ft.	Furnish Timber Piling	0.75	2,550.00
66 only	Drive Timber Piles	50.00	3,300.00
300 cu. yds.	Class "A" Concrete in Bridge	65.00	19,500.00
69,000 lbs.	Metal Reinforcement	0.12	8,280.00

Subtotal	$ 36,960.00
10% Engr. & Cont.	3,696.00
Total	$ 40,656.00

Length of Roadway	4.505 miles
Length of Structure	0.023 miles
Total Length	4.528 miles

Cost of Roadway Per Mile $155,847.55

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$701,093.25	$420,609.00	$280,484.25
Structure	40,656.00	24,391.00	16,265.00
	$741,749.25	$445,000.00	$296,749.25

RECEIVED
JAN 29 1958
FOR FILING

[illegible]

4326

January 28, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Tualatin River-Middleton Contract, No. 4326, Oregon F-73 (12), from November 30, 1955 to July 31, 1957, to Rogers Construction Company, Inc.

Bids on the project were received on October 28, 1954, but the project was not awarded until December 10, 1954. The contractor started clearing on December 20, 1954 but because of extremely wet weather was unable to work at full capacity. Also due to weather conditions, he was unable to start grading until nearly summer. Work was prosecuted to the best of the contractor's ability whenever the conditions would permit. Further, in the early part of 1956 severe flooding in the area of the project caused considerable damage, necessitating considerable repair and further delaying the contractor.

I believe, under the circumstances, that the extension should be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EAP:dmh me

cc Mr. Tom Edwards

RECEIVED
OCT 28 1957
FOR FILING

[illegible]

4326

Oct. 25, 1957

CERTIFIED MAIL

The Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif.

Attention: Sheridan J. McCarthy

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogers Construction, Inc., in connection with Contract No. 4326, for structure, grading and paving on the Tualatin River-Middleton Unit, Tigard-Newberg Section of the Pacific Highway West in Washington County. This payment, in the amount of $4,991.55, will be released to the contractor on or after Nov. 4, 1957. The retained percentage is $17,554.92.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

sm
cc: Pallett, Fisher & Carle, Inc.
U.S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—10M—12-56

- 13(12)
4326

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section: Tualatin River - Middleton Unit Tigard - Newberg
For Week Ending: October 18, 1957
Kind of work: Structure, Grading and Paving
Highway: Pacific West County: Washington
Section prefix: 34-1085
Contractor: Rogers Construction, Inc.
Contract number: 4326
Date of contract: December 10, 1954
Specified work days: Does not apply
Date work started: December 20, 1954
Work days used: " " "
Project authorization: $646,491.69
Exclusive of engineering: $586,491.69
Per cent of time elapsed: 100 % (Nov. 30, 1955)
Estimated cost of completed project, exclusive of engineering: $599,836.66
Estimated per cent overrun or underrun: 3.30 %
Per cent of contract completed, based on total contract price: 100 %
Engineering authorization: $60,000.00
Engineering cost to date: $68,000.00, 113.33 %
Date project was completed: July 31, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate was submitted to the Division office Tuesday, October 15, 1957. This will be the last weekly report on this project.

RECEIVED

Eg B

Signed: Lowell A. Johnston
Address: Portland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
s in project	4.51	4.51			4.51
s partially completed					
s completed	4.51	4.51			4.51
al estimated quantities (contract)	203,000	118,100		250 T	23,000 T
al quantities corrected to date	239,153.2	135,868		246.01 T	24,030.06 T
imated quantities moved or placed to date	239,153.2	135,868		246.01 T	24,030.06 T
erage daily quantities	None	None		None	None
erage daily quantities necessary to complete project on time	"	"		"	"
mber shifts per day	"				
ours per shift	"				
verage force on project for week	"				

en

upervision

None

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
SEP 27 1957
FOR FILING

[illegible]

[illegible]

Sept. 26, 1957

CERTIFIED MAIL

The Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif.

Attn.: Sheridan J. McCarthy

Gentlemen:

It is the intention of the State Highway Commission to release to Rogers Construction, Inc., a portion of the funds heretofore retained by the Commission on Contract No. 4326, for structure, grading and paving on the Tualatin River-Middleton Unit, Tigard-Newberg Section of the Pacific Highway West in Washington County.

This payment, in the amount of $3,366.92, reduces the retained percentage to 3% of the total amount earned by the Contractor, or the sum of $17,400.54. The present payment will be released on or after October 7, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
SEP 30 1957
FOR FILING

F 73(12) FORM E-30X—67,500—8-57—1477

4326

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25th, 1957

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

It has come to my attention that the semi-final estimate has not yet been submitted on the Tualatin River-Middleton project, which was completed and opened to traffic on July 15th.

This project is one of long standing and the calculations could very well have been in shape to permit submission of the semi-final estimate at a very early date after completion. There appearing to be no reason for not having the calculations in shape, the non-submission at this late date can only be considered as negligence.

May we please have a report as to the steps you are taking to submit this estimate and the date when we may expect it.

Tom Edwards

Tom Edwards
Construction Engineer

TE:AR

cc to: Forrest Cooper ✓

NOTED
FORREST COOPER

RECEIVED
SEP 25 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 16 1957
FOR FILING

F-73[illegible]

4[illegible]

August 16, 1957

Continental Claims Service, Inc.
Failing Building
Portland 4, Oregon

Attention: Mr. T. M. Cubbage

Subject: Your File No. 57-1897
Insured, C.Y. Connell
D/A: June 9, 1957

Gentlemen:

In reply to your letter of August 12 concerning the contractor who may have been operating on US99W near Six Corners on June 9, it appears that Rogers Construction, Inc., 11760 N. E. Glisan Street, Portland 16, may be the contractor that you should contact. They had a contract for structure, grading and paving on this section, known as the Tualatin River-Middleton Unit, which was completed July 31, 1957.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

CABLE ADDRESS:
RICHTAY, PORTLAND, ORE.

AUTOMOBILE
AVIATION
BONDS
CASUALTY
FIRE
INLAND MARINE
TRUCK MATERIAL DAMAGE

CONTINENTAL CLAIMS SERVICE, INC. Failing Building • CApitol 8-7531 • Portland 4, Oregon

RICHARD K. TAYLOR • T. M. CUBBAGE

August 12, 1957

Oregon State Highway Commission
Salem,
Oregon

Re: Our File No. 57-1897
Insured, C. Y. CONNELL
D/A: June 9, 1957

Gentlemen:

We are the insurance adjusters for the C. Y. Connells, who were injured in an automobile accident on June 9, 1957 on U.S. Highway 99W in that section known as Six Corners.

Our reason for writing you is to ascertain the name of the contractor who was doing the work in that area, since there is evidence that there may be some negligence on the part of the contractor for failure to properly indicate that that section of the highway was under construction.

Since the damage to the Connell car was considerable, we would desire this information so that we might talk to the insurance company covering the contractor in question.

Any information that you may give us will be appreciated.

Very truly yours,

CONTINENTAL CLAIMS SERVICE, INC.

T. M. Cubbage

T. M. Cubbage

TMC/jh

REFERRED TO
BY SECRETARY

RECEIVED
AUG 13 1957

24 HOUR STATEWIDE SERVICE

RECEIVED
AUG 15 1957
FOR FILING

F-73(12)

43[illegible]

August 14, 1957

CERTIFIED MAIL

The Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif.

Attn.: Sheridan J. McCarthy

Gentlemen:

It is the intention of the State Highway Commission to release to Rogers Construction, Inc., a portion of the funds heretofore retained by the Commission on Contract No. 4326, for structure, grading and paving on the Tualatin River-Middleton Unit, Tigard-Newberg Section of Pacific Highway West in Washington County.

This payment, in the amount of $63,481.25, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $17,296.41. The present payment will be released on or after August 24, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD
JM

RECEIVED
AUG 7 1957
FOR FILING

F-73(12)

43[illegible]

August 6, 1957

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 31, 1957, on Contract No. [illegible], Tualatin River-Middleton Unit, Tigard-[illegible] Section, in Washington County, in connection with Federal Aid Project No. F-73(12).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]

CC: Clarence G. [illegible]

RECEIVED
JUL 22 1957

FOR FILING
F-13 (12)
FORM [illegible]

4326

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1957

SUBJECT: Proposed Illumination
Flashing Beacon Installation
Pacific Highway West - Six Corners
US99W - Hwy #1, M.P. 16.56

To: S. H. Probert
Office Engineer
Office

Your attention is directed to Mr. Crandall's letter of July 9 to Mr. W. O. Widdows, carbon copy to you and others, wherein we transmitted plans for flashing beacon and illumination to be installed at the Six-Corners intersection and at the Middleton transition.

I did this date discuss with Mr. Art Tester, at your request, the possibility of the Bureau of Public Roads allowing Federal-Aid participation in the State Force Order for this illumination, which is to be done as a part of Contract $4326, Prefix No. 34-1085. Mr. Bester in turn discussed this with Mr. Polk who stated that he could not allow this as Federal participation. Therefore, I discussed the matter subsequently with Mr. Paxson and he advised that we should proceed with the installation and pay for it with non-participating state funds.

ORIGINAL SIGNED BY J. AL HEAD
Ass't. Traffic Engineer

J. Al. Head
Assistant Traffic Engineer

JAH:nja
C.S. Paxson
cc: Tom Edwards
W.O. Widdows

NOTED
G. S. PAXSON

RECEIVED
JUL 22 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 22 1957
FOR FILING

FORM E-20X—27,000—2-57—1477

F 13 (12)

4226

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1957

SUBJECT: Federal-Aid Participation
Illumination

To: S. H. Probert
Office Engineer
Office

As a matter of interest, Mr. Polk stated that the Bureau would participate with us in the installation of illumination at an intersection such as Six-Corners if it were made a part of the original programming at the time of the paving project, presuming it was not large enough to program as a separate contract. I discussed this with Mr. Paxson, and it was agreeable with him that when such lighting is necessary to work it up as a part of the paving contract and let with it.

This would mean that we would (when we know the timing on programming) submit to you the necessary information and cost relating to illumination or other relative material on Federal-Aid Projects so that the illumination can be included. We will also prepare and submit to Mr. Hall the necessary detailed sheets and plan drawings covering the illumination so that they may be included in the over-all contract and plans. We will also endeavor to furnish Mr. O'Neil the necessary information for purposes of specifications etc.

Mr. Polk stated, however, that he would not approve for participation of Federal Funds any temporary lighting such as would be necessitated at a transition from a two to a four-lane or the like, however, if it is necessary to have illumination to handle detour traffic, this would be cared for as would the normal participation in the construction of any detour.

If you will advise exactly how you would wish this office to proceed in cooperating with you, we will be pleased to do so.

ORIGINAL SIGNED BY J. AL HEAD
Ass't. Traffic Engineer

J. Al. Head
Assistant Traffic Engineer

NOTED
G. S. PAXSON

JAH:njs

cc: G.S.Paxson
Tom Edwards

RECEIVED
JUL 22 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 19 1957
FOR FILING

1E-23(12)

4326

415

July 17, 1957

Mrs. Dona Richardson
1935 S. W. Moss Street
Portland 19, Oregon

Dear Mrs. Richardson:

Reply is made to your letter of June 26 concerning a near accident involving your car and others at a point just south of Six Corners on US99W.

As a result of your letter, we have had a thorough investigation made of this situation, the report stating in part; "Where this transition from the old highway to the new construction occurs, the easterly shoulder was barricaded where the old highway was cut off, so that cars headed south would not turn left to attempt to follow the old original highway line." Our investigation does not reveal nor are we able to glean from the report whether this barricade may or may not have been removed during nonwork hours by parties unknown to us. The paving and surfacing of this section was, of course, under way and the situation was changing from day to day. This section has now been completed or nearly so and is scheduled for complete opening Thursday, July 18.

I wish to offer the sincere apologies of this department for the anguish you may have suffered. You may rest assured that the problem of providing safe passage through construction projects is foremost in our minds but does become at times difficult and vexing. It is only through such letters as yours which thoroughly explain details and offer criticism that we are able to better our methods of traffic handling.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. A. G. Skelton

TE:ar fn

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 15, 1957

SUBJECT:

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Under date of July 3, 1957, and via construction division assignment No. 224E, you forwarded copy of a letter dated June 26, 1957, from Mrs. Dona Richardson of 1935 S. W. Moss Street, Portland 19, Oregon. Mrs. Richardson complained about a hazardous situation just south of Six Corners on the Tualatin River-Middleton Section of 99W. This was caused by the old road crossing our new construction. Center line striping on the old highway tended to pull traffic out of its normal position. This trouble was corrected shortly after the letter was written, and there has been no difficulty since. I am enclosing herewith Lowell A. Johnston's letter of July 12 which goes into rather complete detail about the situation mentioned by Mrs. Richardson. I have also called Mrs. Richardson and have advised her that the situation she complained of has been corrected.

A. G. SKELTON
Division Engineer

AGS:al
Encl.
cc: L. A. Johnston

FORM E-301—60M—11-53—00288

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 12th,1957

SUBJECT: Complaint of Mrs. Dona Richardson
Six Corners-99W

To: A. G. Skelton
Office

Under date of June 26, 1957 Dona E. Richardson (Mrs. Wm.E.) of 1935 S.W. Moss Street, Portland 19, Oregon, wrote to Mr. W. C. Williams, State Highway Engineer, in regard to an alleged dangerous condition of the highway at Six Corners on Highway 99W.

The contract for reconstruction of Highway 99W between the Tualatin River and Middleton is under contract to Rogers Construction, Inc., and Six Corners is located approximately 1-3/4 miles north of the southerly end of the project. Judging from Mrs. Richardson's letter, her near accident occurred approximately 1/4 mile south of Six Corners at a point where our new construction continues southerly from the existing highway near Station 420. At this point the old highway curves easterly, and our new construction continues straight ahead with only a light curve south of the junction of our new line and the old highway.

At the time stated in Mrs. Richardson's letter, June 23rd, cars traveling south at Six Corners would be on the old highway, and at approximate Station 420 they would leave this old highway and enter on our new construction on which the surface was a binder course placed by our contractor some time prior to the above date. Where this transition from the old highway to the new construction occurs, the easterly shoulder was barricaded where the old highway was cut off, so that cars headed south would not turn left to attempt to follow the old original highway line where it had been removed between this junction and the new "LN" line, which is located 84 feet easterly from our new construction.

Prior to June 23rd I had traveled this section of highway numerous times, and did not believe the old center line marking was plain enough to cause any difficulty by traffic following this old line. On June 11th our striping crew did some striping north of Six Corners to mark the center line of a change immediately north of Six Corners where our center line had been shifted. While the crew was there on June 11th, they traveled over the line southerly from Six

Corners, and did not deem it advisable to remove the old line, or paint a line on the binder course, as at that time it was reasonably new construction, and paint probably would not stay on the binder course. On June 23rd, our contractor was paving on the project, and from day to day the traffic situation would change, due to the paving operations along the job.

We have adequate signing at each end of the project, stating that the job is under construction, and that motorists should drive with caution throughout the project, and between the limits of the job, we have attempted to sign the project where various danger spots were in evidence. I believe that the project has been sufficiently signed and marked, so that with reasonable driving by the motorists, they could traverse this section of highway with reasonable safety.

Lowell A. Johnston

LOWELL A. JOHNSTON
Resident Engineer

ASSIGNMENT

Date: July 2, 1957 No. 415 By Jc

Description: Letter of June 26 by Dona E. Richardson, Portland Television College, regarding Six Corners on Highway 99W, where construction project is in progress.

Acknowledged by_____ Referred to Edwards

XXX Investigate and report ~~with recommendation~~
__Such action as necessary and report
__Comment or recommendation
XXX Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

Remarks:

PLEASE RETURN TO
FORREST COOPER

Executed 7-7-57 Report Received________

WM. E. RICHARDSON
DIRECTOR

D TELEVISION COLLEGE

017 S. W. WASHINGTON - CA 8. 7777 - PORTLAND, OREGON

June 26, 1957

PLEASE RETURN TO
FORREST COOPER

as close to death through a head-on collision as I
cured at Six Corners on Highway 99W, where a large
vement is now in progress. Let me explain just what

driving at a moderate speed. My little girl was asleep
ally heavy. We had just come through the graveled
I was heading a line of about ten cars, preparing to
of the original highway.

it is indeed difficult for any driver to ascertain
of the highway. Therefore, I followed the right shoulder of the road closely, so as not to find myself in the oncoming lane of traffic. When I saw the headlights of the approaching car apparently on my side of the road, I at first thought he only appeared to be so as he turned onto the graveled section, but the next few seconds showed that he actually was driving directly into the path of my car, and was completely on my side of the road. I hit the brakes hard, swerved sharply to the right, as he did, and we avoided each other only by inches. The automobile immediately behind mine also had to brake hard in order to avoid striking the rear of my car. That he was able to do this is nothing short of miraculous and, of course, had he not been able to stop suddenly, the impact would no doubt have succeeded in sending me directly into the oncoming vehicle.

I could see where none of the drivers involved were violating any traffic condition. The cause of the entire situation became apparent when, after stopping, I discovered that the yellow dividing line from the old highway led directly into my lane. On a dark night, in blinding heavy traffic, any driver could easily be misled by this illusion, follow that yellow line, and find himself in the situation I have just described.

I drive this highway every week-end. I passed an accident at the same spot the week-end prior to the one in question, probably due to the same cause. As you no doubt know, perhaps

(copy made for Mr. Edwards)

WM. E. RICHARDSON
DIRECTOR

PORTLAND TELEVISION COLLEGE

202 NEW FLIEDNER BUILDING - 1017 S W WASHINGTON - CA 8. 7777 - PORTLAND, OREGON

June 26, 1957

Mr. W. C. Williams
Chief Engineer
Oregon State Highway Commission
Salem, Oregon

PLEASE RETURN TO
FORREST COOPER

Dear Mr. Williams:

Last Sunday night (June 23rd), I came as close to death through a head-on collision as I ever hope to be. This near-tragedy occured at Six Corners on Highway 99W, where a large construction project on highway improvement is now in progress. Let me explain just what took place.

I was headed North, towards Portland, driving at a moderate speed. My little girl was asleep on the front seat, and traffic was normally heavy. We had just come through the graveled section just South of Six Corners, and I was heading a line of about ten cars, preparing to return to the black-top which is a part of the original highway.

Because that area is so poorly marked, it is indeed difficult for any driver to ascertain division of lanes, or even the direction of the highway. Therefore, I followed the right shoulder of the road closely, so as not to find myself in the oncoming lane of traffic. When I saw the headlights of the approaching car apparently on my side of the road, I at first thought he only appeared to be so as he turned onto the graveled section, but the next few seconds showed that he actually was driving directly into the path of my car, and was completely on my side of the road. I hit the brakes hard, swerved sharply to the right, as he did, and we avoided each other only by inches. The automobile immediately behind mine also had to brake hard in order to avoid striking the rear of my car. That he was able to do this is nothing short of miraculous and, of course, had he not been able to stop suddenly, the impact would no doubt have succeeded in sending me directly into the oncoming vehicle.

I could see where none of the drivers involved were violating any traffic condition. The cause of the entire situation became apparent when, after stopping, I discovered that the yellow dividing line from the old highway led directly into my lane. On a dark night, in blinding heavy traffic, any driver could easily be misled by this illusion, follow that yellow line, and find himself in the situation I have just described.

I drive this highway every week-end. I passed an accident at the same spot the week-end prior to the one in question, probably due to the same cause. As you no doubt know, perhaps

(copy made for Mr. Edwards)

better than anyone, many millions of dollars have been and are being spent in Oregon to provide better and safer highways for the ever-increasing number of drivers. These drivers are asked to exercise common sense in the use of these facilities, and I think most of them try. Can we expect less of our Highway Commission.

This dangerous condition, obviously, could be eliminated by blacking out a few hundred feet of yellow line. Further safety could be provided with better illumination, more and better lane markings, and direction signs to motorists. Without these, the driver is putting his life on the block each time he enters an Oregon highway. When accidents and resulting deaths do happen in situations of this kind, the State and its Highway Commission are unquestionably guilty of the worst kind of negligent homicide !

As a taxpayer. . .as a human being. . .I feel my life is worth a few gallons of black paint.

Sincerely,

Dona E. Richardson (Mrs. Wm. E.)
1935 S. W. Moss St.
Portland 19, Oregon

cc: Oregon St. Motor Association (AAA)

DER/s

RECEIVED
JUN 28 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 9 - 1957
FOR FILING

[illegible]
4326

SHELL OIL COMPANY
1220 S. W. MORRISON STREET
PORTLAND 5, OREGON

TELEPHONE CAPITOL 8-7321

April 2, 1957

Liquid - number
Paving

Babler Bros., Inc.
4617 S. E. Milwaukie
Portland, Oregon

Gentlemen:

The Oregon State Highway Commission have in 1957 discontinued the following grades of Penetration Paving Asphalts - 100-120 Pen. and 150-200 Pen. Their current specifications include the following Penetration Grades: 60-70, 85-100, 120-150, and 200-300 Pen. Asphalt, which are the only products we have available for normal shipment.

It is noted that your contract No. 4326 with the Oregon State Highway Commission calls for 1,200 tons of 100-120 Penetration Paving Asphalt.

In order to eliminate any possible delays in shipment, it is suggested that you contact the engineer in charge of this job to determine which of the available grades they wish to substitute for the discontinued grade called for in the specifications.

Upon hearing from you in this regard, we will complete the necessary details in this office to expedite shipments upon your request.

Yours very truly,

K. R. Blee
K. R. Blee
Asphalt Manager

Apr. 5, 1957
O.S.H.C.
Please advise.
Babler Bros., Inc.
R H Richards
R. H. Richards

NOTED
FORREST COOPER

RECEIVED
APR 8 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 7 1957
FOR FILING

F-73(12)

43[illegible]

Salem, Oregon
March 7, 1957

Increase in Project
Authorization

Lowell A. Johnston
Resident Hwy. Engineer
Box 4699
Portland 2, Oregon

This is to advise you that, at its last meeting, the Oregon State Highway Commission approved an increase of $65,000.00 in project authorization on Contract No. 4326, Tualatin River-Middleton Section in Washington County.

The new authorization is $646,491.69. This amount should be used in all future reports.

S. H. Probert
Office Engineer

cc: A. G. Skelton

DBP:cr

RECEIVED
MAR 15 1957
FOR FILING

B F 13/21
4326

FORM [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MC IVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 26, 1957

AGENDA
FEB 28 1957
2-2

Oregon State Highway Commission

Re: Institution of case of
Cereghino v. State

Gentlemen:

On February 25, 1957, service of summons and complaint in the above case was made upon Mr. H. B. Glaisyer, Secretary for the Highway Commission. The complaint alleges that plaintiffs are the owners of certain property located immediately north of the Columbia River Highway in the vicinity of 200th Street, Portland, Multnomah County, Oregon, and that such property was highly developed, rich agricultural land. It is alleged that prior to the fall and winter of 1955 and 1956, the State constructed a state highway southerly of plaintiffs' property, and in connection therewith constructed a water drainage system which collected large quantities of surface water from adjoining areas. It is further alleged that during the winter of 1955-1956, as a result of construction of the water drainage system, large quantities of water, mud, dirt and silt were cast upon approximately five acres of the plaintiffs' land. The plaintiffs demand recovery of the sum of $10,000, plus attorney's fees in the amount of $2,500.

The facts of the matter, as we have them, are as follows:

Certain railroad tracks of the Union Pacific Railroad have existed upon a fill located southerly of the plaintiffs' property for several years. Two culverts ran under the railroad fill in order to dispose of surface drainage waters. A portion of the Banfield Expressway, in the vicinity of the Cereghino overcrossing, was constructed southerly of the Union Pacific Railroad tracks. The highway at this location is also upon a fill, and culverts were placed opposite those located under the railroad track for the purpose of disposing of drainage waters. During the winter of 1955-1956, the highest rainfall of recent record occurred. On at least three occasions heavy rainfall resulted

NOTED
H. B. GLAISYER

C.C.K.

in flood conditions, and great quantities of water flowed through the culverts referred to above, thence over property owned by other persons, thence through a culvert under Sandy Boulevard, and upon and across property owned by the plaintiffs. Our investigation indicates rather clearly that any damage that may have been caused was the result of general flood conditions in the vicinity, and not to any of the facilities or activities of the State Highway Department.

We will, of course, immediately proceed with the defense of this action, and will keep you advised of any significant developments.

Very truly yours,

ROBERT L. MAY, JR.
Acting Chief Counsel

RLM:br
cc: W. C. Williams
Forrest Cooper
H. B. Glaisyer
C. H. Maison
Robert Y. Thornton

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FEB 13 1957

FOR FILING

F-73(12)

4326

February 12, 1957

Oregon State Highway Commission

Gentlemen:

An analysis has been made of the current financial status of the Umatilla River-Pendleton project, Contract No. 4326, and it is indicated that it will overrun the project authorization by 11.2 per cent, or $65,000.

The major portion of this overrun is attributable to the necessity of supplementing the original drainage design materially to take care of the storm and flood conditions occurring in the winter of 1955 and 1956. Also, an unstable soil condition was encountered that had not been anticipated and prudence dictated a substantial reinforcing of the designed base through these sections.

In view of the above, it is respectfully requested that you authorize an additional $65,000 for this job.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. S. H. Probert
Mr. C. H. Maison

LHY:jc hi

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F-73(12)

4324

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 8th, 1957

SUBJECT: Contract No. 4326

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

In reply to your letter of December 7th re overrun of Contract No. 4326, the request for additional authorization was made and processed the same day your letter was written.

Tom Edwards
Construction Engineer

TE:AR

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FEB 11 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

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MAR 6 1957
FOR FILING

F-73 (12)

4326

Salem, Oregon
February 7, 1957

Overrun - Contract No. 4326

Mr. Tom Edwards
Construction Engineer

I recently signed a Price Agreement on the Tualatin River-Middleton Section, Contract No. 4326, which indicates that as of the moment a 4.97 per cent overrun is anticipated.

Will you please look into this matter to determine whether we are going to get by on this job without additional authorization from the Commission or whether we are slowly inching up on this, as is sometimes our habit. I am hoping that we may be able to do something to hold the job under the five per cent tolerance, as it is embarrassing to take so many jobs to the Commission for increased authorization.

Forrest Cooper
Deputy State Highway Engineer

FC:me

Form No. E-372—10M—7-55

F 73 (12)

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name TUALATIN RIVER - MIDDLETON

Date Feb. 5, 1957

Highway Pacific West

Contract No. 4526

County Washington

Kind of Work Structure, Grading & Paving

Contractor Rogers Construction, Inc.

Contract Amount $ 501,931.80

Expected over-runs and under-runs in contract items:

Major items, itemized:

	Quantity		Unit Price	Amount
3- Drainage Exc., Uncl.	650	C.Y.	2.00	1,300.00
4- Gen. Exc., Uncl.	17,000	C.Y.	0.24	4,080.00
9- 12" Concrete Pipe	1,554	L.F.	1.25	1,942.50
10- 18" Concrete Pipe	845	L.F.	2.50	2,112.50
14- Special Backfill in Drains	944	C.Y.	5.00	4,720.00
19- Course Material in Base	17,500	C.Y.	2.05	35,875.00
20- 3/4"-0" Mat'l in Base & Shoulders	900	C.Y.	2.05	1,845.00
24- Class "B" Asphaltic Concrete	1,000	Tons	5.20	5,200.00

Minor items, unitemized algebraic total -3,315.22

Subtotal $ 53,759.78

Approved work orders (Price, extra work and state force orders) $ 24,550.26

Expected over-runs and under-runs in work orders:

Major items, itemized:

	Amount
P.A.# 4.	+ 3,867.30
E.W.O. #1.	+ 2,113.75
Move Power Line	- 1,000.00

Minor items, unitemized algebraic total -155.48

Subtotal $ 4,825.55

Authorization for engineering $ 41,350.52

Expected over-run or under-run of engineering authorization $ 18,649.46

Costs not included above (explain) $

Allowance for future contingencies (1 % of work remaining) $ 1,424.32

Credits to come from transfers and deductions $ [illegible]

Present estimate of project cost $ 646,491.69

Brief Statement of principal causes of over-run: The drainage plan was changed from the original, particularly between Onion Flat Bridge and Six Corners. Rip rap was placed at the Onion Flat Bridge to protect the fills at the bridge ends. The connection to the existing 99W at the southerly end of the project was lengthened. Unstable foundation conditions were encountered in several cuts and which required additional base rock and drainage pipe. The cross overs were increased from 15 to 35 and it was necessary to construct 36 approaches instead of the 26 as shown on the plans.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 581,491.69
Present estimate of project cost	$ 646,491.69
Expected over-run (Amount)	$ 65,000.00
Expected over-run (per cent)	11.2%

Space to right of this line is for use of Salem office.

Submitted by: Lowell A. Johnston, Resident Engineer

Confirmed by: W. C. Johnson, Assistant Division Engineer

Noted by: L. H. [illegible], Construction or Bridge Engineer

Noted by: [illegible], Deputy or Assistant State Highway Engineer

State Printing 86719

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F-7-([illegible])

1 [illegible]

January 15, 1957

Oregon State Highway Commission

Claim of Edward F. Peterson
Union Flat-Middleton Section
Pacific Highway West

Gentlemen:

In building the above highway it was necessary to construct a fill on the right of way. In December of 1955 a storm occurred which raised the water level of the Tualatin River to a great extent. This water backed up against the fill and washed some of the fill onto the property of Mr. Edward F. Peterson.

The Legal Department advises that, these facts being true, a court of law in ruling upon the matter would consider that this would constitute a taking for which the State Highway Commission would be liable.

Mr. Peterson has made an offer of compromise in the amount of $100 for the above claim.

This matter will be on the agenda for the January 22 and 23 meeting, and it is respectfully recommended that you authorize payment of the sum of $100 to Mr. Peterson as a compromise settlement for the damage done to his land upon receipt of a proper release from him.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. C. H. Maison
Mr. Robert L. May, Jr.

(Legal) fn

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[illegible]

4326

January 15, 1957

Oregon State Highway Commission

Claim of John and James Ceraghino
Union Flat-Middleton Section
Pacific Highway West

Gentlemen:

In building the above section of the Pacific Highway West it was necessary to place a fill thereon. In December of 1955 a storm occurred which raised the level of the Tualatin River to a great extent. The water in the Tualatin River backed up against the fill and washed soil of the fill from the highway to and onto the property of the Ceraghino brothers causing a crop loss and loss of soil.

There is a further claim for replacement of a drain tile, which formerly drained the Ceraghino brothers' land. When the Union Flat bridge was built, the drain tile was destroyed and it was necessary to replace it. The Ceraghino brothers replaced this drain tile.

The Legal Department advises that, these facts being true, a court of law in ruling upon the matter would consider that this would constitute a taking for which the State Highway Commission would be liable.

Messrs. John and James Ceraghino have offered a compromise settlement for the crop loss and loss of soil in the amount of $350 and an offer of compromise for the replacement of the drain tile in the amount of $147.94.

This matter will be on the agenda for the January 22 and 23 meeting, and it is respectfully recommended that you authorize payment of the sum of $497.94 to Messrs. John and James Ceraghino as a compromise settlement for the loss of their land upon receipt of a proper release from them.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. C. H. Maison
Mr. Robert L. May, Jr.

LVN:br fn

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JAN 24 1957
FOR FILING

FORM 230—50M—4-54—74366
F 73(1a)

4326

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

January 8, 1957
Salem, Oregon

SUBJECT: Paving Aggregate
Tualatin River-Middleton Job

To: G. S. Paxson
Salem, Oregon

I am enclosing a tabulation of test reports that have been made so far on the paving aggregate being produced by Rogers Construction Company at their Sherwood quarry. The contractor expects to produce 5,000 cubic yards for private work in addition to the quantities required for 23,000 tons of asphaltic concrete for our Tualatin River-Middleton job. Production will soon be completed and I feel that the material as produced does not sufficiently comply with our specifications to accept as being satisfactory.

Several conditions in the crushing and screening of this material can be mentioned which result in improper sizing. The same crushing set-up is being used as in the making of 2½"-0 base rock. A set of rolls should have been incorporated as a means of eliminating the excess ¼-10 fraction that results when straight line reduction without rolls is employed. Intermittant feeding of the rock in large quantities rather than uniform feeding to the crushers results in an excess loading of the separating screen thereby producing material of non-uniform grading. Too large an opening of the sizing screen has resulted in excess oversize in the ¼-0 fraction when lightly loaded. When heavily loaded much of the ¼-0 remains in the 3/4"-¼" size.

To properly use this material for paving aggregate, plant production will have to be sharply curtailed. A slow rate of cold feeding at the paving plant would be necessary to prevent the occurrence of dirty bins and a variable mix. In addition an excessive quantity of ¼-10 material will have to be rejected.

NOTED
FORREST COOPER

[illegible] 50 [illegible]

NOTED
G. S. PAXSON

It is my recommendation that this aggregate as now produced be rescreened to proper sizes before acceptance as paving material.

G. W. Harra
G. W. HARRA

cc: Tom Edwards
A. G. Skelton
L. Johnston

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JAN 8 1957
OFFICE OF
STATE HIGHWAY ENGINEER

9

OREGON STATE HIGHWAY COMMISSION

COLUMNAR TABULATION SHEET

SHEET 1 OF 6 SHEETS

Gradation of Asphaltic Concrete Material - Sherwood Quarry - Job # 195
Samples Taken During Production
Preliminary Tests on Quarry Rock: Specific Gravity 2.76: Abrasion 23

3/4 - 1/4

Specific Gravity	2.79	2.89	2.85	2.85	2.79	2.86	2.86	2.8
% Retained on								
3/4	0.0	0.0	12.8	0.0	0.0	0.0	0.0	0.0
1/2	14.6	18.6	21.4	30.7	18.1	28.9	18.2	28.8
1/4	43.1	39.1	26.3	42.5	44.1	45.6	43.4	44.1
#4	10.3	9.9	9.5	6.5	9.8	7.2	8.3	6.4
10	14.0	13.5	14.4	7.2	13.0	7.2	10.2	7.1
40	9.0	9.9	8.2	5.2	6.9	4.6	9.5	6.2
80	2.7	2.7	2.1	2.0	2.0	1.8	3.1	2.0
200	1.7	2.1	1.6	1.6	2.0	1.6	2.5	1.9
P	4.6	4.2	3.7	4.3	4.1	3.1	4.8	3.5
Suitability	IS Not Suitable	IS Not Suitable	IS Not Suitable	IS Not Suitable	IS Not Suitable	IS Not Suitable	IS Not Suitable	IS Not Suitable
For Use	Excess Passing 1/4"	Excess Passing 1/4"	Excess Passing 1/4"	Excess Passing 1/4"	Excess Passing 1/4"	Excess Passing 1/4"	Excess Passing 1/4"	Excess Passing

1/4 - 0

Specific Gravity	2.79	2.84	2.85	2.86	2.85	2.73	2.86	2.80
% Retained on								
1/4	1.3	2.4	1.0	6.9	0.6	1.0	17.0	1.8
4	11.1	10.4	16.3	13.6	8.2	9.4	14.9	11.4
10	35.1	38.0	45.8	43.9	39.4	38.8	33.3	40.1
40	34.1	31.7	23.6	29.3	33.8	32.5	22.4	28.8
80	5.3	4.3	3.3	3.3	4.8	5.1	3.2	4.8
200	4.3	3.9	2.6	3.3	4.2	4.6	2.9	4.0
P	8.8	9.3	7.4	7.7	9.0	8.6	6.3	9.0
Suitability	IS Not suitable	IS Not suitable	IS Not suitable	IS Not suitable	IS Not suitable	IS Not suitable	IS Not suitable	IS Not suitable
For Use	Excess #4-#10 Excess Passing #200	Excess #4-#10 Excess Passing #200	Excess #4-#10	Excess #4-#10	Excess #4-#10 Excess Passing #200	Excess #4-#10 Excess Passing #200	Excess #4-#10 Excess Retained on 1/4"	Excess #4-#10 Excess Passing #200

Form E-8-

OREGON STATE HIGHWAY
COMMISSION
COLUMNAR TABULATION SHEET

SHEET 2 OF – SHEETS

3/4 - 1/4

Specific Gravity	2.84	2.78	2.86	2.82	2.85	2.88	2.84	2.8[illegible]
% Retained On								
3/4	0.3	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
1/2	34.3	12.4	47.1	36.8	43.6	37.0	31.9	[illegible]
1/4	47.5	38.0	44.2	49.1	46.7	44.2	44.9	[illegible]
4	5.2	12.8	0.9	1.8	1.2	4.5	5.4	3.[illegible]
10	4.8	15.3	0.9	1.6	0.9	4.1	6.3	[illegible]
40	2.4	11.4	2.1	3.8			4.6	
80	1.5	2.8	1.3	1.8	7.6	10.2	1.7	[illegible]
200	1.2	1.9	1.3	1.8			1.5	
P	2.8	5.4	2.2	3.3			3.7	
Suitability For Use	Excess Passing 1/4" To Be Corrected	Is Not Suitable Excess Passing 1/4"	Is Suitable If Production Remains Constant	Is Suitable If Production Remains Constant	Is Suitable	Is Not Suitable Excess Passing 1/4"	Is Not Suitable Excess Passing 1/4"	[illegible]

1/4 - 0

Specific Gravity	2.84	2.85	2.86	2.86	2.86	2.84	2.85	2.[illegible]
% Retained On								
1/4	29.9	31.7	17.3	42.0	15.4	15.9	15.7	12.[illegible]
4	19.3	16.4	14.6	17.2	17.7	14.5	13.2	[illegible]
10	23.8	24.9	29.5	18.6	28.0	30.3	31.3	30.3
40	14.9	15.2	22.5	12.4	23.5	24.4	23.7	21.7
80	3.4	3.0	4.1	2.5	4.3	4.1	4.5	3.7
200	2.5	2.9	3.8	2.3	3.1	3.3	3.8	3.0
P	6.2	5.9	8.2	5.0	8.0	7.5	7.8	6.7
Suitability For Use	Is Not Suitable Excess Retained on 1/4" Excess #4-#10	Is Not Suitable Excess Retained on 1/4" Excess #4-#10	Is Not Suitable Excess #4-#10 Excess Passing #200	Is Not Suitable Excess Retained on 1/4"	Is Not Suitable Excess #4-#10 Excess Passing #200	Is Not Suitable Excess #4-#10 Excess Passing #200	Is Not Suitable Excess #4-#10 Excess Passing #200	Is Not Suitable Excess #4-#10 Excess Passing #[illegible]

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Form [illegible]

OREGON STATE HIGHWAY COMMISSION
COLUMNAR TABULATION SHEET

SHEET 3 OF 4 SHEETS

3/4 - 1/4

ific Gravity	2.88	2.85	2.88	2.89	2.89	2.84	2.80	[illegible]
% tained On								
3/4	0.0	0.0	0.6	0.8	0.0	0.0	0.0	[illegible]
1/2	26.6	46.9	57.8	45.2	37.4	29.6	47.5	[illegible]
1/4	49.4	39.0	32.3	40.2	43.8	49.5	33.5	[illegible]
4	5.5	3.0	1.7	3.7	4.4	5.1	4.3	2.4
10	5.8	2.6	1.5	3.5	5.5	5.7	4.5	1.9
40	4.6	2.3	6.1	6.6	3.6	3.4	2.7	[illegible]
80	2.3	1.5			1.3	1.9	2.3	[illegible]
200	2.0	1.5			1.3	1.4	1.6	[illegible]
P	3.8	3.2			2.7	3.4	3.6	[illegible]
itability	Is Not Suitable	Is Not Suitable	Is Not suitable	Is Not suitable	Is Not suitable	Is Not suitable	Is Not suitable	Is Not [illegible]
or Use	Excess Passing 1/4"	Unless Consist. Grad. Maintained	Excess On 1/2"	Unless Const. Grad. Maintained	Excess Passing 1/4"	Excess Passing 1/4"	Excess Ret. on 1/2	[illegible]
							Excess Passing 1/4"	

1/4 - 0

fic Gravity	2.86	2.86	2.86	2.86	2.89	2.91	2.82	2.78
% Retained On								
1/4	10.7	12.2	15.5	23.4	13.4	10.6	12.2	18.[illegible]
4	12.8	12.7	11.9	14.2	15.1	16.6	17.9	15.[illegible]
10	31.6	30.9	27.4	25.8	28.8	30.5	32.6	[illegible]
40	27.7	27.1	25.0	19.5	25.9	25.5	23.2	[illegible]
80	4.8	4.2	6.3	4.9	5.5	5.0	4.3	3.8
200	4.2	3.9	4.5	3.8	3.4	3.4	3.0	[illegible]
P	8.2	9.0	9.4	8.4	7.9	8.4	6.8	6.9
Suitability	Is Not Suitable	Is Not suitable	Is Not suitable	Is Not suitable	Is Suitable	Is Not Suitable	Is Not Suitable	Is Not Suita[illegible]
For Use	Excess #4-#10	Excess #4-#10	Excess Passing #200	Excess #4-#10		Excess #4-#10	Excess #4-#10	Excess Ret. [illegible]
	Excess Passing #200	Excess Passing #200		Excess Passing #200		Excess Passing #200		Excess #4-#[illegible]

1—

Form [illegible]

OREGON STATE HIGHWAY
COMMISSION
COLUMNAR TABULATION SHEET

SHEET 4 OF 5 SHEETS

3/4 - 1/4

[illegible]	2.86	2.88						
[illegible]								
[illegible]	9.0	0.0						
½	36.5	44.3						
4	44.6	40.7						
[illegible]	4.0	3.9						
[illegible]	5.5	3.1						
[illegible]	3.5	1.9						
	1.3	1.7						
	1.3	1.7						
	3.3	2.7						
[illegible]	Is Not Suitable	Is Not Suitable						
[illegible]	Excess Passing ¼"	Excess Ret. on ½"						
		¼ - 0						
[illegible]	2.89	2.85	2.89					
[illegible]								
[illegible]	9.3	25.0	12.9					
4	15.8	20.5	17.2					
10	35.5	27.5	30.9					
40	26.3	15.8	24.5					
[illegible]	4.8	3.4	4.4					
200	3.4	2.4	2.9					
[illegible]	4.9	5.4	7.2					
[illegible]	Is Not Suitable	Is Not Suitable	Is Not Suitable					
[illegible]	Excess #4-#10	Excess Ret. on ¼"	Excess #4-#10					
		Excess #4-#10						

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JUL 30 1957
FOR FILING

OREGON DISTRICT
F-73(12)

4326 08-35

file

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

July 26, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-73(12)
Tualatin River-Middleton Section
Price Agreement No. 6

Dear Sir:

We are approving subject price agreement only because of the rather unusual conditions obtaining at the Six Corners intersection. Our approval is not to be construed as setting a precedent for other similar cases. While random crossing of the island areas will be controlled by the installation of the concrete sight posts, there remains a possibility that, especially during periods of impaired visibility, fixed object collision type accidents may be increased. The illumination which you have planned for the intersection will of course improve visibility under adverse conditions.

Very truly yours,

C G Polk

C. G. POLK
Division Engineer

Encl.

copy sent to District
with copy of
price agreement
7-19-57

NOTED
FORREST COOPER

RECEIVED
JUL 29 1957
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

District Engineer
U. S. Bureau of Public Roads

Project Name Tualatin River-Middleton Unit

Date May 28 19

Highway Pacific West

Contract No. 4326

County Washington

Prefix 34-1085

Contractor Rogers Construction, Inc.

F. A. Project No. F-73(12)

Address Portland, Oregon

Price Agreement No. 6

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Furnish and install concrete sight posts around the two kidney shaped Islands on the easterly side of the Ln Line at Six Corners.

Locations by station numbers:

Sta. 402 to Sta. 407

Names of pay items, estimated quantities and agreed prices:

Concrete Sight Posts	134 Posts at $10.00	$1,340.00

Specifications, basis of measurement and other provisions:

Standards Specifications shall apply, Sect. 49, Art. 2:49:3.
Posts shall be installed at 6-foot intervals, center to center.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$ 646,491.69
Present estimate of project cost, including $ 1,340.00 for work under this order	$ 651,831.69
Expected over-run (amount)	$ 5,340.00
Expected over-run (per cent)	0.8%

Submitted by: /s/ Lowell A. Johnston
Resident Engineer

Approval Recommended: /s/ A. E. Johnson
Division Engineer

Approval Recommended: /s/ L. H. Young
Construction Engineer or Bridge Engineer

Signed Rogers Construction, Inc.
Contractor

by H. McInroe

Approved:
Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing

RECEIVED
JAN 17 1957
FOR FILING

F-73 (12)

4326

Salem, Oregon
December 24, 1956

John Cereghino and
Edward F. Peterson
claims

Mr. Robert L. May
Acting Chief Counsel

May I have an answer to my letter of October 17, 1956 regarding the claims of John Cereghino and Edward F. Peterson on the Onion Flat-Middleton Section of the Pacific Highway West in Washington County?

Forrest Cooper
Deputy State Highway Engineer

FC:me

Salem, Oregon
October 17, 1956

John Cereghino and
Edward F. Peterson
claims

Mr. C. W. Enfield
Chief Counsel

I hand you herewith the file which has to do with claims of John Cereghino and Edward F. Peterson on the Onion Flat-Middleton Section of the Pacific Highway West in Washington County, with the request that you prepare the necessary releases and take care of closing this matter.

If you need additional information, we will be glad to supply it. I assume that you will take the necessary steps to see that Attorney Anderson is kept informed.

Forrest Cooper
Deputy State Highway Engineer

FC:me

cc Mr. W. C. Williams
Mr. Tom Edwards

RECEIVED
OCT 17 1956
FOR FILING

F-73 (12)

4326

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
October 15, 1956

SUBJECT: File No. 19706-John Cereghino
File No. 19707-Edward F. Peterson
Onion Flat-Middleton Unit
Pacific Highway West
Washington County

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Herewith I am returning to you your file, together with Construction Office File, with reference to claims for damages to the above titled properties.

I find nothing of help in the Construction File, but it appears from your file and my conversation with you that the State was constructing an additional two lane highway on the southerly side of the existing highway with an additional bridge across Onion Flat; that during high water in the Tualatin River last year the uncompacted new fill became saturated and that during the runoff period silt from the saturated embankment was deposited on both properties, resulting in the inability to plant the normal spring onion crop, with a resulting crop loss damage.

The amount of the Cereghino claim is $497.74, which includes an amount of $147.94 for the construction of a drain tile to replace one which was destroyed by the construction of the new bridge across Onion Flat. It appears from the file that the silt deposit on this property now has been removed by the Department.

The amount of the Peterson claim is in the sum of $100.00, with the understanding that the Department will proceed to remove the silt which was deposited on that property.

It is my opinion, based upon the case of Tomasek v. Oregon State Highway Commission, 196 Or. 121, that a court might very well, and in great likelihood would, hold that the occurrences constituted a taking under the constitution even though no title to the land damaged has been transferred to the State.

I, therefore, concur in the recommendations made that the claims be paid and that Mr. Frederick A. Anderson, Attorney at Law, Tigard Office Building, Tigard, Oregon, be so advised. At the time of making a settlement proper releases will be prepared by the Legal Division for signature by the respective property owners.

J.W. DeSouza

JWD:RN
ENCL.
cc: Mr. Tom Edwards
Mr. A. G. Skelton

J. W. DeSOUZA
Assistant Counsel

NOTED
[illegible] COOPER

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[illegible] 1956
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

Salem, Oregon
October 4, 1956

Ceraghino and Peterson
claims - Tualatin River-
Middleton Section, Contract No. 4326

Mr. C. W. Enfield
Chief Counsel

I am handing you our file on the Tualatin River-Middleton Section and direct your attention to two matters relating to claims which are attached.

Will you please concur in the payment of a claim to Edward Peterson in the amount of $100; also to payment of crop loss to the Ceraghino brothers in the amount of $350 and reimbursement in the amount of $147.94 for reestablishment of a drain.

Forrest Cooper
Deputy State Highway Engineer

FC:me

Enclosure

cc Mr. Tom Edwards

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4326

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
October 31, 1956

SUBJECT: Tualatin River-Middleton
Pacific West
Contract No. 4326

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

Reference is made to Laboratory Reports No. 406367 to 406370, inclusive, dated October 29, 1956 showing a consistant deficiency of from 0.3 to 3.2 percent of material retained on the 3/8-inch sieve, and a consistant excess of from 2.2 to 6.4 percent passing the ¼-inch sieve in the 3/4"-0 crushed rock being produced.

These tests represent material produced on October 22, 1956. The field screening tests made on these samples showed that the part passing the ¼-inch sieve were close to the limit, being within ½ to 7.6 percent of maximum allowed. There is a difference of ± 7 percent between the field and laboratory screening on this quarry material.

Two of the referenced reports show unsuitable material. It appears that if the part passing the ¼-inch screen, as determined in the field, does not exceed 53 percent, the 3/4"-0 crushed rock being produced will meet the required gradation.

Will you please instruct the resident engineer to have the contractor so adjust his quarry and plant operations that sufficient amount of fines are removed to allow acceptance of the material. Also, please have the resident engineer so mark the samples of improved 3/4"-0 crushed rock that it is clear they represent corrected material.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of
cc to: Forrest Cooper
Ray Webber

NOTED
FORREST COOPER

RECEIVED
OCT 31 1956
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 4 1956
FOR FILING

F-73 (L)

4326

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 2, 1956

SUBJECT: Tualatin River-Middleton
Pacific West
Contract No. 4326

To:

Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

Reference is made to Laboratory Reports No. 403134 to 403137, inclusive, dated September 28, 1956 showing:

(a) excess of 1.2 percent of material passing the ¼-inch screen - Laboratory Report No. 403134,

(b) excess in Plasticity Index as follows:

Laboratory Report #403134 - 9%
" " #403135 - 9%
" " #403136 - 4%

The Liquid Limit, which is not specified on this project, is also excessive, ranging from 5 to 14 percent too high.

A letter of September 18th, noted an excess or Plasticity Index, and suggested sand equivalent tests as a field guide. The minimum figure to be 40. Since August 25th, the Sand Equivalent figure has consistantly fallen from a high of 75.5 on August 30th to a low of 19.2 on September 25th.

The increase of fines as indicated by the above tests shows that the rock being encountered at this time is poor.

Will you please instruct the resident engineer to have the contractor alter his quarry and plant operations to eliminate the fines and produce acceptable aggregate. Also, please instruct the resident engineer to continue the Sand Equivalent tests, informing the contractor of each time the value falls below 40 percent. The attached graph is self-explanatory and shows the deterioration of the quarry.

Will you please have the resident engineer so mark samples of aggregate produced after the installation of a scalper screen that it is clear they represent crushed rock manufactured after a screening treatment.

Tom Edwards
Construction Engineer

By

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

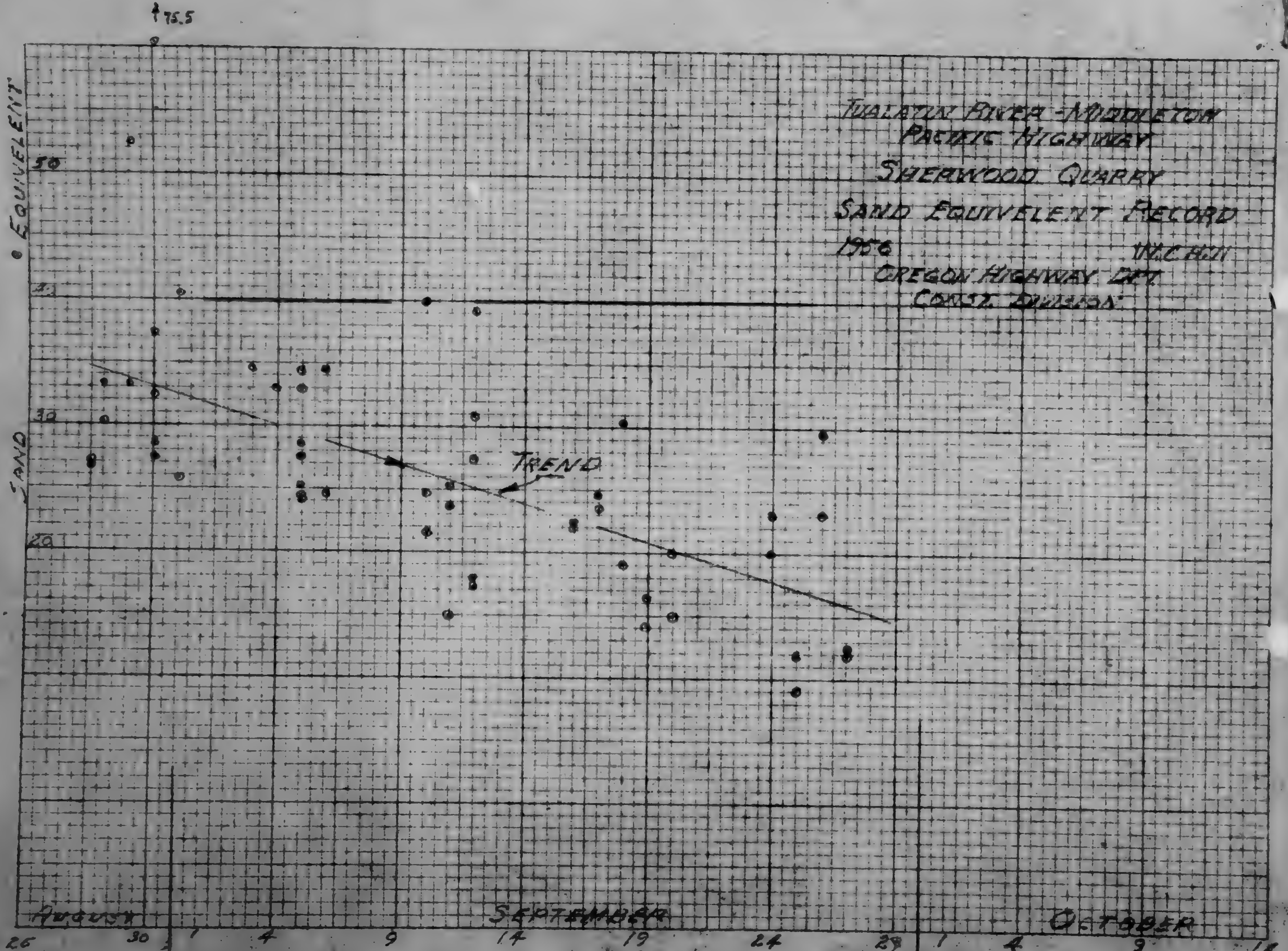
Attachment

cc to: Forrest Cooper
Ray Webber

RECEIVED
OCT 3 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NO. 340R-10 DIETZGEN GRAPH PAPER
10 X 10 PER INCH

EUGENE DIETZGEN CO.
MADE IN U.S.A.



TUALATIN RIVER - MIDDLETON
PACIFIC HIGHWAY
SHERWOOD QUARRY
SAND EQUIVELENT RECORD
1956 W.C.H.H
OREGON HIGHWAY DEPT.
CONST. DIVISION

Cooper

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OCT 17 1956
FOR FILING

FORM 230—50M—6-56—90084

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 28, 1956

SUBJECT: Tualatin River-Middleton Section
Pacific Highway West
Edward F. Peterson Claim

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

PLEASE RETURN TO
FORREST COOPER

Herewith copies of reports from Resident Engineer Johnston and Division Engineer Skelton regarding a proposed settlement of the Edward F. Peterson claim on the subject named highway near Six Corners.

The main part of the Peterson claim is from loss of crops and damage to land as a result of silt washing from our fill onto the Peterson property. This was occasioned by the high water from the Tualatin River during last winter's storms backing up against our fill and causing the fill to slough off onto the Peterson property.

Mr. Peterson, through his attorney, Mr. Fred A. Anderson, has offered to settle this claim for $100. This would appear to be a reasonable settlement and I recommend that the matter be referred to the Legal Department for final settlement.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

RECEIVED
SEP 28 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 25, 1956

SUBJECT: Cereghino and Peterson Claims
Pacific Highway West

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

I am submitting herewith letters dated September 19th and September 24th from Lowell Johnston, concerning claims filed by Fred A. Anderson, attorney at law of Tigard, Oregon. These claims have been under discussion with Mr. Anderson for some time, and Lowell Johnston and I have gone over the matter in the field with him and the property owners, the Cereghino Bros. and Mr. Edward F. Peterson, whose property lies west of the Cereghino property and on the west side of Rock Creek. Previous reports have been submitted to the construction office.

In the case of the Cereghino claim, which is covered by a letter dated August 23, 1956 from Mr. Anderson, Johnston has summarized the entire matter, and recommends approval of the claim in the amount submitted by Anderson, which is $497.74. This is broken down into an item of $147.94 for the relocation of a drain tile which originally went across our roadbed section to the north. The Cereghinos intercepted this drain at about the south right of way line, and carried it into Fanno Creek in a tile line about 150 feet in length. Other drains were also picked up by this intercepted line, and I believe this has corrected the drainage problem that has existed on this property since the construction of our road. The item of $350.00 for crop loss and loss of topsoil was occasioned by the high water in December 1955, which both scoured topsoil from the channel, and deposited it in other places.

Mr. Anderson brings up the matter of empairment of flood channel by the construction of our new highway bridge, which does impair the flood channel to a considerable extent. Some time ago I discussed this matter with Mr. P. M. Stephenson, bridge engineer, and suggested this matter be studied to determine if additional flood area should be provided for by probably the construction of a diagonal retaining wall near the east end abutment. I concur in Johnston's recommendation that this claim be approved.

The other claim submitted by Mr. Anderson under date of September 19, 1956 is in the amount of $100.00, representing damage to the Peterson property as a result of silt washing from our fill. The silt mentioned in Mr. Anderson's letter is in a minor area near the southwest corner of the bridge. This will be taken care of in our normal operations. I concur in Johnston's recommendation that this claim be settled in accordance with Mr. Anderson's letter.

A G Skelton
A. G. SKELTON
Division Engineer

AGS:w
Encls.
cc: P. M. Stephenson
Lowell A. Johnston

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 24, 1956

SUBJECT: File #186

To: A. C. Skelton

Under date of September 19th Mr. Fred A. Anderson, attorney at law in Tigard, wrote to you in regard to a damage claim from Mr. Edward F. Peterson, whose property joins our highway 99W between Station 332 and 344. Mr. Anderson makes a claim against the Highway Department in the amount of $100 for his client Mr. Peterson, this claim representing loss of crops and damage to his farm as a result of silt washing from our fill on to Mr. Peterson's property. This silt was washed on to Mr. Peterson's property as a result of extremely high water from the Tualatin River backing up against our new fill, and causing fill material to sluff off on to Mr. Peterson's property.

There is a small amount of silt on Mr. Peterson's property that we can remove, and if by removal of this silt by our forces, and the payment of $100 to Mr. Peterson, would settle this claim, I would recommend that this amount be paid to him for damages.

Lowell A. Johnston
LOWELL A. JOHNSTON
Resident Engineer

LAJ:w

NOTED
E. E. STREAM

RECEIVED
SEP [illegible]
[illegible]

FREDERICK A. ANDERSON
ATTORNEY AT LAW
SUITE 108
TIGARD OFFICE BUILDING
TIGARD, OREGON

SHERWOOD OFFICE
PHONE JACKSON 7-[illegible]

TIGARD OFFICE
PHONE MERCURY 9-1979

Referred to L.A.T.
File# 186, Date 9-21-56
Answer Date 9-27-56

September 19, 1956

Mr. A. G. Skelton, Div. Engr.
State Highway Department
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Dear Mr. Skelton:

I refer to my previous conversations and communications with your department concerning the damages resulting to the property and rights of Mr. Edward F. Petersen in the general area of the Tualatin River-Middleton sector of Highway 99W between Stations LN 332 and 344.

I have been advised that our foremost complaint, that of dumping drainage water on Mr. Petersen's lands has now been remedied by causing the entire drainage from Six Corners northerly to be led into Rock Creek between the two lanes of traffic.

This leaves only the matter of silting of Mr. Petersen's lands from your raw fill and the loss of crops due to this condition. You have advised me that you would be willing to remove the silt by carry-all scraper or other means, and that you would do so provided that a settlement is otherwise reached.

I have gone over this matter carefully on the ground and believe that if you will remove the silt from within the boundaries of Mr. Petersen's lands, he would be willing to settle the balance of his damages for the sum of $100.00, representing loss of crops and the residual silting condition which you will be unable to remedy. I would like to have your acknowledgment of this letter and a statement of your position on the matter before you proceed.

At this time, I also draw your attention to the fact that I have no reply to my communication to you on a similar matter affecting the lands of my clients, John Ceregbino and James Cereghino, although you have proceeded to remove the silt from within the boundaries of their lands. May I have an acknowledgment of that letter and a statement from you as to your position on the matter at your earliest convenience.

RECEIVED
SEP 21 1956
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

Very truly yours,

Fred A Anderson

Fred. A. Anderson

FAA:pt

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 17, 1956

SUBJECT: Cereghino Claim
Tualatin River-Middleton

To: A. G. Skelton

Under date of August 23, 1956 Mr. Fred A. Anderson, attorney located at Tigard, Oregon, wrote to you making a claim against the Highway Department, relative to damage to the John Cereghino and James Cereghino property located adjacent to highway 99W at the Onion Flat Bridge. The total claim for damages was $497.74, $147.94 of which was for relocation of a drain tile, and $350.00 for crop loss and loss of topsoil as a result of wash in December 1955 caused by back water from the Tualatin River. It was necessary to replace the drain tile from near the intersection of our easterly right of way line and the northerly line of the Cereghino property to the drain ditch, which drains water from the Cereghino field to the Tualatin River on the north, as the old drain line crossed our right of way, which line was broken as a result of construction of the new Onion Flat Bridge. The Cereghino brothers replaced this line, as it was necessary that this be done in order to drain their property which is rather low, and on which they grow onions. As a result of the high water of last December, a considerable amount of silt was washed from our fill on to their property adjacent to our right of way, and at the time they wished to plant onions, this particular area that was covered with silt was too wet for us to remove the silt. Our state forces recently cleaned off the Cereghino property to the satisfaction of the owners. In the claim for damages submitted by Mr. Anderson, the loss of topsoil and damage from crop loss was listed at $350.00, which seems a reasonable amount. I would recommend approval of the claim submitted by Mr. Anderson in the amount of $497.74.

In Mr. Anderson's letter, he states that cosiderable quantity of fresh dirt has been placed on this fill adjacent to the Cereghino property, and is afraid that silt will again be washed on to the Cereghino property unless we protect the fill. It is expected that the fill area adjacent to the Cereghino property will be blanketed with ~~the~~ rock in order to prevent a recurrence of fill material washing on the Cereghino property.

In the last paragraph of Mr. Anderson's letter, he calls our attention to the fact that the new highway bridge is offset from the old bridge, which he claims caused the erosion and washing away of considerable topsoil from the Cereghino property, by the surge of water through the opening during the high water of December 1955. In this

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 17, 1956

SUBJECT: Cereghino Claim
Tualatin River-Middleton

To: A. G. Skelton

Under date of August 23, 1956 Mr. Fred A. Anderson, attorney located at Tigard, Oregon, wrote to you making a claim against the Highway Department relative to damage to the John Cereghino and James Cereghino property located adjacent to Highway 99W at the Onion Flat Bridge. The total claim for damages was $497.74, $147.94 of which was for relocation of a drain tile, and $350.00 for crop loss and loss of topsoil as a result of wash in December 1955 caused by back water from the Tualatin River. It was necessary to replace the drain tile from near the intersection of our easterly right of way line and the northerly line of the Cereghino property to the drain ditch, which drains water from the Cereghino field to the Tualatin River on the north, as the old drain line crossed our right of way, which line was broken as a result of construction of the new Onion Flat Bridge. The Cereghino brothers replaced this line, as it was necessary that this be done in order to drain their property which is rather low, and on which they grow onions. As a result of the high water of last December, a considerable amount of silt was washed from our fill on to their property adjacent to our right of way, and at the time they wished to plant onions, this particular area that was covered with silt was too wet for us to remove the silt. Our state forces recently cleaned off the Cereghino property to the satisfaction of the owners. In the claim for damages submitted by Mr. Anderson, the loss of topsoil and damage from crop loss was listed at $350.00, which seems a reasonable amount. I would recommend approval of the claim submitted by Mr. Anderson in the amount of $497.74.

In Mr. Anderson's letter, he states that cosiderable quantity of fresh dirt has been placed on this fill adjacent to the Cereghino property, and is afraid that silt will again be washed on to the Cereghino property unless we protect the fill. It is expected that the fill area adjacent to the Cereghino property will be blanketed with rock in order to prevent a recurrence of fill material washing on the Cereghino property.

In the last paragraph of Mr. Anderson's letter, he calls our attention to the fact that the new highway bridge is offset from the old bridge, which he claims caused the erosion and washing away of considerable topsoil from the Cereghino property, by the surge of water through the opening during the high water of December 1955. In this paragraph he reserves the right to make future claims against the Highway Department should the surge of water in the future wash topsoil from the Cereghino property. It is possible that this same condition may arise again in the future at a time when the Tualatin River has a rapid rise, but which, of course, cannot be forecast at this time. It is expected that we will riprap the ends of the new fill in order to eliminate any washing of the fill during any future high water. It would appear to me that should a rapid rise of the river in a future date cause erosion to the adjacent property, corrective measures should be taken at that time, and which would probably require the elimination of some of the fill slope at the north end of the bridge, and which could be done by construction of a concrete retaining wall.

Lowell A Johnston
LOWELL A. JOHNSTON
Resident Engineer

LAJ:w

Copied 8-27-56
By Reyes

Copied to Lowell A. Johnson
Extra to C.L.S.

FREDERICK A. ANDERSON
ATTORNEY AT LAW
SUITE 105
TIGARD OFFICE BUILDING
TIGARD, OREGON

SHERWOOD OFFICE
PHONE JACKSON 7-8303

TIGARD OFFICE
PHONE MERCURY 9-1575

August 23, 1956

Division Engineer
State Highway Department
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Dear Mr. Skelton:

As you suggested, I am herewith submitting a claim on a compromise basis for damages sustained by my clients, John Cereghino et ux and James Cereghino et ux. as a result of your road building activities and failure to protect your fill from erosion at the Onion Bridge on the Tualatin River-Middleton sector of Pacific Highway 99W, as follows:

Replacement of drain tile	$23.94
Hauling tile	4.00
Value of labor for opening and closing ditch, 80 hrs. @ 1.50	120.00
General damages from crop loss and loss of top soil	350.00
	$497.74

It should be understood that this is an offer for compromise settlement estimated on available information with respect to general damages, and in nowise shall this claim be admissible as evidence in the event it is necessary to bring legal proceedings to redress the wrong.

In addition to the above, it will, of course, be necessary for your department, in the event a settlement is reached, to remove insofar as possible the silt deposited on the lands of my clients, and I understand that you are prepared to do so as soon as the matter is otherwise settled.

At this time also I want to draw your attention to the fact that your contractor has deposited considerable quantity of fresh dirt on this fill, and if same is not protected the condition will recur without a doubt.

Also, Mr. Skelton will remember that I drew his attention to the condition which resulted from the offset of the new highway bridge at the Onion Swamp in relation to the pre-existing one, in such manner that the effective passageway for flood waters ~~as~~ is reduced to a considerable degree. During the past flood season this resulted in a surge of water through the available aperture in such manner that considerable top soil of my clients was eroded away, and with the deposit of additional dirt as has now occurred this condition has been accentuated. The purpose of mentioning same now is to put you on notice that you have altered the natural drainage and flood conditions at this point, and the damages above stated are for one year only, reserving to my clients such rights as the law affords with respect to future recurrences.

I will await your response to the foregoing.

Very truly yours,

Fred A. Anderson

Fred. A. Anderson

FAA:nt

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ENGINEER
DIVISION

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OCT 17 1956
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FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 28, 1956

SUBJECT: Tualatin River-Middleton Section
Highway - Pacific West
Cereghino Brothers Claim

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

PLEASE RETURN TO
FORREST COOPER

I am forwarding herewith copies of letters of recommendation from Division Engineer Skelton and Resident Engineer Johnston regarding the settlement of the Cereghino Claim near Six Corners.

The settlement recommended by Johnston and Skelton is as follows:

1. Pay for relocation of drain tile which was intercepted by our highway. The re-establishment of this drain was done by the Cereghino brothers at a cost of $147.94.

2. Pay for crop loss in the amount of $350.00 occasioned by flooding and loss of top soil in the storm of December, 1955.

Mr. Fred A. Anderson, attorney for the Cereghinos has given assurance that they will settle for this amount. However, Mr. Anderson points with some alarm to the manner in which the new highway bridge is offset from the old bridge. He figures that future erosion will result from the surge of water through this opening. I believe it would be well for a study of this problem to be made by Mr. Roy Edgerton with a view to taking some corrective action.

It is recommended that the claim be referred to our Legal Department for final settlement.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

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SEP 28 1956
OFFICE OF
STATE HIGHWAY ENGINEER

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SEP 20 1956
FOR FILING

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4326

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 18, 1956

SUBJECT: Tualatin River-Middleton
Pacific Highway West
Contract No. 4326

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

Reference is made to laboratory Report No. 401392, dated September 13, 1956 showing a Plasticity Index excess of 2 points for the 2½"-0 crushed rock base course being produced at Sherwood Quarry on September 10, 1956.

Two other samples of the 2½"-0 material taken on the same day showed satisfactory gradation and plasticity indexes, but with 4.7 and 9.6 percent passing the #40 sieve. The sand equivalent test results for the sample in question was 34.9, while two others showed 76.0 and 41.4 percent.

Will you please instruct the resident engineer to have the State inspector inform the contractor when the sand equivalent test figure drops below 40, a mark that definitely indicates an excessive amount of unsuitable fines which must be removed.

It is suggested that those sand equivalent tests be made with gradation tests at the plant and confirmation samples sent to the laboratory so marked that it is clear they represent samples to confirm field tests.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

NOTED
FORREST COOPER

LHY-WCH:jc

CC Forrest Cooper ✓
Ray Webber

RECEIVED
SEP 19 1956
OFFICE OF
STATE HIGHWAY ENGINEER

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JUL 3 1956
FOR FILING

FORM E-30X—50M—11-55—[illegible]

F-72 (1a)

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 29th, 1956

SUBJECT: Tualatin River-Middleton

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

NOTED
W. C. WILLIAMS

I have your letter of June 27th, 1956 re cross-overs on the center median and other matters on the Tualatin River-Middleton Unit.

Apparently everything at the moment is settled except some claims under the following files:

Herman A. Dittman	R/W 19705
James Cereghino	" 19706
Edward F. Peterson	" 19707

It would seem to me that rather than just hand this matter cold to the Legal Department we should make our own investigations and recommendations as to what appears to be an engineering matter.

Will you please advise me further.

Forrest Cooper
Forrest Cooper
Construction Engineer

FC:AR

cc to: W. C. Williams ✓

RECEIVED
JUL 2 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50M—11-53—50225

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 27th, 1956

SUBJECT: Tualatin River-Middleton Unit
99W

To: Forrest Cooper
Construction Engineer
State Highway Department
Salem, Oregon

Under date of June 15th you wrote concerning my letter of May 15th regarding a joint inspection of damage on the Tualatin River-Middleton Unit of 99W with Mr. Fred A. Anderson, attorney of Sherwood, and Lowell Johnston, resident engineer on the project.

Concerning the items covered in this inspection, which were the Herman A. Dittman property, right of way file 19705, the James Cereghino property, right of way file 19706, and the Edward F. Peterson property, right of way file 19707, there is a matter of a claim concerning damage to the Cereghino property and the Peterson property, which is being handled by Mr. Anderson. As I mentioned in my letter, Mr. Anderson would like to have our legal department discuss these claims with him, so that they can be straightened out as soon as possible, particularly the Cereghino property where a drain ditch has been left opened up, and this would interfere with our necessary grading of the slopes at this location.

In regard to the meeting with the people of Six Corners, Johnston and I met with them in Sherwood on June 8, 1956. The items that these people are interested in are as follows.

1. They would like to have the median area between the north and southbound lanes filled up to within a few feet of pavement grade. I advised them that handling the drainage was a necessary problem, and that this drainage would have to be far enough below pavement level so as not to keep the ground water high enough to endanger our pavement on either side. Also that if this were brought to approximate grade, there would be considerable hazard from pedestrians walking indiscriminantly across the median area, and that it would probably be necessary to fence this median area to prevent pedestrians crossing except at designated spots.

2. The matter of crossovers on either side of Six Corners was discussed, and our plans appear to be satisfactory. In fact these crossovers where they were designated by Mr. Baldock would not be objectionable, if they were for pedestrians only. Our plan is for a

regular crossover with a pedestrian walkway on the Six Corners side of the two crossovers.

Other minor matters were discussed, which can be handled satisfactorily on local level.

A. G. SKELTON
Division Engineer

AGS:w
cc: Lowell A. Johnston

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JUN 2 [illegible] 1956
CONSTR. [illegible]

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MAY 17 1956
FOR FILING

FORM 230—50M—11-55—80224
F-73(12)

4326

RECEIVED
MAY 16 1956
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16, 1956

SUBJECT: Tualatin River-Middleton Unit
Pacific Highway

To:

Mr. W. C. Williams
Deputy State Highway Engineer

Office

REFERRED TO
Williams.
By State Highway Engineer

Please follow through that it is carried out

W. C. WILLIAMS

I am attaching herewith report by Mr. Skelton on his assignment to carry out the suggestions set forth in Mr. Baldock's letter to you of May 4, 1956. This has to do with the various complaints and suggestions made by Attorney Fred A. Anderson. The highlights of Mr. Skelton's report are as follows:

1. The four crossovers satisfactorily cover the request previously made by Mr. Anderson.
2. The complaint re the Herman A. and Anna A. Dittman property has been satisfactorily settled by promising to build a road from their house to the onion lands below in the near future.
3. The James Cereghino property suffered some damage to the tile drains. Mr. Cereghino is correcting this and no doubt will look to the Highway Department for compensation. He also suffered loss of the use of 1/4 acre of land. This matter should be referred to the Legal Department for settlement with Mr. Anderson.
4. The claim of Edward F. and Elsie May Peterson can be settled by rearrangement of the culverts as suggested by Mr. Baldock. Such correction will be made. There has been some damage by the washing of materials from our slope onto their land causing the loss of 1/2 acre of planting. This entails some damage to the Petersons. The matter should be referred to our Legal Department for settlement.
5. Mr. Skelton advises that he will meet with the people at Six Corners and discuss the connections with them as soon as Mr. Anderson arranges a meeting.

L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:ep
Encl.

FORM E-90X—57,000—2-55—82907

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 15th, 1956

SUBJECT: Tualatin River-Middleton Unit

To: Forrest Cooper
Construction Engineer
State Highway Department
Salem, Oregon

Reference is made to L. H. Young's letter of May 7th, concerning items covered by Mr. R. H. Baldock in his inspection of the Tualatin River-Middleton Project on 99W. This was covered in Mr. Baldock's letter of May 4, 1956 to W. C. Williams. L. H. Young forwarded to me a copy of Mr. Baldock's letter, and also copy of a letter dated May 2, 1956 from Frederick A. Anderson, attorney at law at Sherwood. Mr. Anderson's letter was covered in Mr. Baldock's inspection of this section.

Lowell Johnston and I went over this section with Mr. Anderson yesterday. We covered the additional cross-overs mentioned in paragraph 4 of Mr. Baldock's letter, and which Mr. Anderson had previously requested in an earlier letter to Mr. Baldock. The additional cross-overs approved by Mr. Baldock satisfactorily cover the request that had been previously made by Anderson.

We also covered items 2 and 3 of Mr. Baldock's letter as follows. (1) Herman A. and Anna A. Dittman property, right of way file 19705, minor maintenance and improvement of Dittman's access road from his house to the onion lands below, will be made as soon as we have a small state crew to do this work along with other work in the immediate vicinity. We will also remove a minor amount of material washed down from our slopes on his land. This is entirely satisfactory to Mr. Dittman, and will eliminate any claim from him. (2) James Cereghino property, right of way file 19706. This property is located just west of the Dittman property at about our Station 330. Considerable material from our fill slopes has washed over the north edge of his land, and has also affected several drain tile lines, which now go under our new fill, and have been put out of service by our fill construction. He has excavated for a new drain tile line about 150 feet in length, which is parallel to our center line and just south of the right of way line between our highway and his property. This line will pick up about three tile lines, which are out of service due to the fill. About one fourth of an acre has been affected by materials washed down from our fill. He has been able to cultivate most of this covered area recently, and has planted onions in this cultivated area within the last week. There is a question as to whether a crop can be produced this year, and Coreghino does have a claim for this damage, and also for the cost of putting in the tile line mentioned above. Attorney Anderson would like to have our Legal Department discuss this claim with him, which covers what I mentioned above, and also I presume his legal fee. I believe this claim is nominal, the matter of from $100 to $200. We are also to remove probably 50 yards of material that was washed down on to this land. The third claim is from Edward F. and Elsie May Peterson, right of way file 19707. The property is immediately west of the Coreghino property. This claim was mentioned in Mr. Anderson's letter of April 5th to Mr. Baldock, and again in his letter of May 2nd to Mr. Baldock. The items mentioned in paragraph 1 of Mr. Baldock's letter refer to the Peterson claim, and this solution is entirely satisfactory to attorney Anderson. Anderson is to check this matter over with Mr. Peterson, and feels that the solution we propose would be satisfactory to him. However, there is some wash down of material from our slopes precluding about half an acre of planting, or possibly a little more. There will probably be a minor claim from Mr. Peterson, which attorney Anderson would like to take up with our Legal Department.

The clean up mentioned above will be taken care of as soon as these claims are straightened up and the drain tile ditch completed. This is satisfactory to Mr. Anderson.

In regard to the situation at Six Corners mentioned by Mr. Baldock, this has been discussed with attorney Anderson, and he has no objection to our plan. However, he has suggested that I meet with the people at Six Corners at a time that will be arranged within the next week or ten days, and discuss our plans with them. I advised that this would be satisfactory, and I would be glad to meet with these people at the time that he will arrange.

A. G. Skelton
Division Engineer

AGS:w
cc: W. C. Williams
Lowell A. Johnston

RECEIVED
MAY 11 1956
FOR FILING

FORM E-30—30M—9-54—78198

E-73(1-)

43[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1956

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

W. C. WILLIAMS

With reference to the situation on the Tualatin River-Middleton Section, I would suggest that we take the following action:

(1) Take up the culverts at Stations 353+97, 348+51 and 341+01 and carry the water in the drainage ditch between the northbound and southbound lanes from Station 333 to Station 405. At Station 333, it will go into Rock Creek draining into the Tualatin River. I say this because there are no culverts under the southbound lanes, which is the old road, and I question whether we can put the culverts under the new grade where none existed before. It will probably be necessary to pave part of the ditch between the two traffic lanes to prevent scour.

(2) Blade off the dirt washed from fill on adjacent lands owned by Dittman, Peterson and Cereghino.

(3) Fix up the access road from the Dittman house on our right of way to join with the onion lands in accordance with our right of way agreement.

(4) Consider the following additional crossovers, having one about every one-quarter mile: Stations 274, 294, 326, 336, 356, 379, (moving the proposed one at 383), 388+60, 428 and 436+50.

Please return the attached Tualatin River-Middleton Unit plans to Mr. Skelton.

With reference to the situation at Six Corners, put the connections at either end of the little village as shown on the map I left with you.

R. H. Baldock
State Highway Engineer

RHB:fn

FREDERICK A. ANDERSON
ATTORNEY AT LAW
P. O. BOX 26
SHERWOOD, OREGON

FREDERICK A. ANDERSON
ATTORNEY AT LAW
SCHAMBURG BUILDING
SHERWOOD, OREGON

SHERWOOD OFFICE
PHONE JACKSON 7-8303

TIGARD OFFICE
PHONE MERCURY 9-1676

May 2, 1956

State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

As your files will disclose, in connection with the acquisition of right of way on the Tualatin River-Middleton sector at the Onion Bridge-Rock Creek crossing, you obtained certain lands from my clients, John and James Cereghino, and also in a separate case from Herman Dittman. Included in the provisions of the contract were stipulations that you would provide an access road for uninterrupted use in farming season for ingress and egress to and from the onion lands below.

Although a token effort was made to provide a road from the new right of way to the lands of my clients below, no attention has been given to the same since the new grade was constructed last summer, a year ago, and during the past winter and spring the new fill eroded to a great degree and to such extent that it has been impossible for the Cereghinos to reach their lands via this purported roadway.

Moreover, the fill has eroded to such extent that there has been deposited from several inches to two feet of mud and subsoil upon the Cereghino lands as well as on the Dittman lands adjoining, thus precluding the cropping of the portion so affected during this cropping season.

About a month ago I raised a similar complaint concerning the lands of my client, Edward F. Peterson, lying westerly of Rock Creek at about the same general area, and Messrs. Skelton and Lowell Johnston examined the same some time ago, at which time I suggested that they also inspect the Cereghino and Dittman tracts, but apparently they did not feel that this was of sufficient consequence to be of interest to them, as I am sure that they did not do so. Moreover, I have no official response to my complaint of your trespass upon the Peterson lands or any proposed remedial action.

I now ask that you formally advise me what action, if any, your department proposes to take with respect not only to the lands of Mr. Peterson but also those of the Cereghinos and Dittman. I invite you to review the contract of purchase on the latter lands to satisfy yourself that there has been a breach of the agreement of a serious nature by your failure to maintain a way to these lands that could be used as a means of ingress and egress therefrom at all times during the cropping period.

I do not want to appear unreasonable, but it is my feeling that your department is prone to disregard any violations of the rights of property owners along your right of way, and it is only by repeated requests and aid of legal counsel that any effort is made in such cases to respect the property rights of those with whom your activities come into contact. This is my observation, but I wish it were otherwise.

While I am writing to you, may I again bring to your attention the fact that I have no satisfactory response or reaction to my various letters concerning the desire of the people in the Six Corners area to be apprized of your development plans in that area, although I have your recurrent promises that you personally would inspect the same and advise me of your outlook. It is now May 2, and I am beginning to wonder.

Very truly yours,

Fred A Anderson

Fred. A. Anderson

FAA:pt

RECEIVED
MAY 3 1956
OFFICE OF
STATE HIGHWAY ENGINEER

1. Take up culverts at 352+[illegible] 348+51 341+01
[illegible] [illegible] from
333 – 405 –

2. [illegible] off dirt washed from field
on general land ~~[illegible]~~ between Sta 344 – 330
then Tatum Dishman & Conaghan

3. ~~[illegible]~~ Fix up across road & Drain
field on Dishman & Conaghan land
near Dishman lane with [illegible]

4. Consider [illegible] ~~[illegible]~~ [illegible] at 336
and move [illegible] 382+50 & 375 and
add one at [illegible]

RECEIVED
MAY 7 - 1956
FOR FILING

F-17/14
4324

May 4, 1956

Mr. Fred A. Anderson
Attorney at Law
Schamburg Building
Sherwood, Oregon

Dear Mr. Anderson:

I have, this date, made an inspection of the various matters relating to the Tualatin River-Middleton Unit of the Tigard-Newberg Section of the Pacific Highway West concerning your request for more crossovers, the problem of drainage, and also the washing of soil on the lands of your clients and the access to their fields.

I have reviewed these matters carefully with Division Engineer A. G. Skelton. I am asking Mr. W. C. Williams and Mr. Skelton to contact you next week and go over the matter with you on the ground.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:fn

cc Mr. W. C. Williams

Salem, Oregon
May 4, 1956

Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

With reference to the situation on the Tualatin River-Middleton Section, I would suggest that we take the following action:

(1) Take up the culverts at Stations 353+97, 348+51 and 341+01 and carry the water in the drainage ditch between the northbound and southbound lanes from Station 333 to Station 405. At Station 333, it will go into Rock Creek draining into the Tualatin River. I say this because there are no culverts under the southbound lanes, which is the old road, and I question whether we can put the culverts under the new grade where none existed before. It will probably be necessary to pave part of the ditch between the two traffic lanes to prevent scour.

(2) Blade off the dirt washed from fill on adjacent lands owned by Dittman, Peterson and Cereghino.

(3) Fix up the access road from the Dittman house on our right of way to join with the onion lands in accordance with our right of way agreement.

(4) Consider the following additional crossovers, having one about every one-quarter mile: Stations 274, 294, 326, 336, 356, 379, (moving the proposed one at 383), 388+60, 428 and 436+50.

Please return the attached Tualatin River-Middleton Unit plans to Mr. Skelton.

With reference to the situation at Six Corners, put the connections at either end of the little village as shown on the map I left with you.

R. H. Baldock
State Highway Engineer

RHB:fn

RECEIVED
APR 17 1956
FOR FILING

F-73(12)
4326

April 17, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering resloping fills and reshaping roadbed on the Tualatin River-Middleton Section of the Pacific West Highway in Washington County, Contract No. 4326, in connection with Federal Aid Project No. F-73(12).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

[illegible]:ia

Encl.

RECEIVED
APR 9 - 1956
FOR FILING

F-73 (12)

4326

April 6, 1956

Mr. Fred. A. Anderson
Attorney at Law
Schamburg Building
Sherwood, Oregon

Dear Sir:

In response to your letter of April 5, regarding the land of your client, Mr. Edward F. Petersen, advise that I am asking the Division Engineer, Mr. A. G. Skelton, to contact you by phone and make an appointment to discuss the matter with you and your client on the ground as soon as possible.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Mr. A. G. Skelton

FREDERICK A. ANDERSON
ATTORNEY AT LAW
SCHAMBURG BUILDING
SHERWOOD, OREGON

SHERWOOD OFFICE
PHONE JACKSON 7-8303

TIGARD OFFICE
PHONE MERCURY 9-1878

April 5, 1956

Office of
State Highway Engineer
Salem, Oregon

Gentlemen:

I represent Mr. Edward F. Petersen, from whom you purchased certain right-of-way area on the Tualatin River-Middleton Sector of Highway 99W extending generally from Station LN 332 to Station 344.

Within the right-of-way area so acquired, your contractor constructed an extended fill which formed a new embankment for the overflow lands lying southerly thereof on what is commonly known as the Onion Swamp. No effort was made apparently to protect the embankment against the force of flood waters, and during the past winter on one or more occasions this fill was wholly or partially inundated. The wave action and flooding caused the embankment to erode and accrete to the lands of my client, which have been silted by the fill subsoil to a serious extent over a large area.

Further, in the construction of this sector of highway, roughly from Station 346 to Six Corners, no provision was made for flood drainoff from the new highway right-of-way for this expanse of approximately 3/4 mile, and the drainage over this entire area was projected upon Mr. Petersen's lands with consequent silting and filling up of his land drainage system, greatly impairing its efficiency.

I feel that a proper representative of your department should arrange to discuss this matter with me with a view to

(a) Alleviating the existing condition of damage and destruction to Mr. Petersen's lands;

(b) Providing proper safeguards to avoid repetition thereof.

May I hear from you without delay?

Very truly yours,

Fred. A. Anderson

FAA:pt

RECEIVED
6 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 9 - 1956
FOR FILING

F-72 (12)

4326

April 6, 1956

Mr. Fred. A. Anderson
Attorney at Law
Schamburg Building
Sherwood, Oregon

Dear Mr. Anderson:

I will contact you in the latter part of April, and if I cannot personally discuss the matter with you I will have my representative from this office do so.

This has to do with some features in the development of Highway US99W on the Tualatin River-Middleton sector.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Mr. W. C. Williams
Mr. A. G. Skelton

Mr. Skelton:
I will probably ask you to do this. Remind me to look over situation with you beforehand.

RECEIVED
APR 17 1956
FOR FILING
F-73(12)
4326

FREDERICK A. ANDERSON
ATTORNEY AT LAW
SCHAMBURG BUILDING
SHERWOOD, OREGON

SHERWOOD OFFICE
PHONE JACKSON 7-8303

TIGARD OFFICE
PHONE MERCURY 9-1678

April 5, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

On January 23, 1956, I addressed your office requesting that a representative meet with interested groups of this locality concerning plans for the development of Highway 99W in the Tualatin River-Mittleton sector, and I received your letter of January 25 advising me that you wished to make a personal inspection on the ground, and that you would further advise me thereafter.

More than two months have elapsed, and the people I represent are anxious to know what your thoughts are with respect to this problem.

Will you please advise me whether you or a representative of your office are willing to discuss this matter and if so when.

Very truly yours,

Fred A Anderson

Fred. A. Anderson

FAA:pt

RECEIVED
6 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 25 1956
FOR FILING

F-73 (12)

January 25, 1956

Mr. Fred. A. Anderson
Attorney at Law
Schamburg Building
Sherwood, Oregon

Dear Sir:

I have before me a copy of your letter under date of January 23 addressed to the State Highway Engineer, attention of Mr. Williams. This matter has been discussed with me at certain times, and I authorized the three additional crossovers as explained to you by Mr. Williams in his letter of November 28, 1955.

Before, however, conferring with the residents or groups of citizens in further reference to this matter, I wish to make a personal examination on the ground as to the adequacy of the crossovers now included in the plans which are under contract. I will endeavor, within the next few weeks, to make such personal investigation and advise you further as to my findings.

Inasmuch as no construction operations can get under way on this section for probably two or three months due to weather conditions, there is no immediate concern in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. A. G. Skelton

FREDERICK A. ANDERSON
ATTORNEY AT LAW
SCHAMBURG BUILDING
SHERWOOD, OREGON

SHERWOOD OFFICE
PHONE JACKSON 7-9303

TIGARD OFFICE
PHONE MERCURY 9-1878

January 23, 1956

State Highway Engineer
Highway Building
Salem, Oregon

NOTED
W. C. WILLIAMS

Attention: Mr. Williams

Dear Sir:

In connection with the plans of your department for the construction of a divided highway in the Tualatin River to Middleton sector of Highway 99W, I have been requested by several organizations and many individuals to arrange for a meeting with a representative of your office to discuss your plans in this regard, particularly with respect to the Six Corners area.

A meeting is scheduled for Friday, February 3, 1956, at 8:00 p.m., at the Sherwood Grade School auditorium, and it is expected that members of Kiwanis, Sherwood Community Chamber of Commerce, Six Corners Businessmen's Club and American Legion, as well as many interested individuals will attend.

It is the feeling of the people I represent that someone in authority in your office should be present to explain the necessity for the treatment you apparently intend to accord this area with respect to the divided highway. It would be desirable to have the latest plans available for discussion.

Accordingly, I extend an invitation to your department to be represented, and I would appreciate an immediate reply as to who, if anyone, will attend.

May I have your response by return mail?

Very truly yours,

Fred A. Anderson

Fred. A. Anderson

FAA:pt

(Cont. No. 4326)

RECEIVED
JAN 24 1956
STATE HIGHWAY COMMISSION

RECEIVED
JAN 6 1956
FOR FILING

6-73(12)
4326

January 6, 1956

Mr. Fred. A. Anderson
Attorney at Law
Schamburg Building
Sherwood, Oregon

Dear Sir:

In reply to your letter of December 27 having reference to crossovers on the Pacific Highway, US99W, advise that you must have either misunderstood my letter or received erroneous information from some source.

In my letter of November 28 I advised you that we would recommend for approval crossovers at three locations which I enumerated by station number, which were as you requested. Your letter would indicate that I had stated no further connections would be constructed. No other crossovers had been recommended by any of our engineering personnel, and, further, there is no indication that additional crossovers are justified, in that the hazard that is prevalent at any crossover of this nature is more than would be offset by the small benefits that might be derived by a very few users from additional crossovers. This matter has been considered in the light of safety not only to the traveling public but to roadside users of the highway as well and is not based on any unreasonable or arbitrary opinion.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

WCW:mw

cc Mr. R. H. Baldock
Mr. Forrest Cooper
Mr. R. L. Porter
Mr. A. G. Skelton

FREDERICK A. ANDERSON
ATTORNEY AT LAW
SCHAMBURG BUILDING
SHERWOOD, OREGON

SHERWOOD OFFICE
PHONE JACKSON 7-8303

TIGARD OFFICE
PHONE MERCURY 9-1876

December 27, 1955

[illegible]
W. C. [illegible]

Oregon State Highway Department
Attention: Mr. Williams, Asst. Engr.
Salem, Oregon

Gentlemen:

This will acknowledge your recent letter with respect to cross-overs between the restricted lanes of traffic on Pacific Highway 99W in the Tualatin River-Middleton sector.

I have gone over this matter with the people I represent on the basis of your stand that no further connections will be constructed, and I have been instructed to ask you to reconsider the matter with a view toward providing two additional connections at the points previously requested and which I understand were recommended by your Milwaukie office as a reasonable solution to the problem.

I do not know what additional information you feel is necessary, but certainly on the basis of other sections of this highway the connections you are constructing in this sector are much more widely spaced and do not adequately provide for vehicular traffic, school children, mail service and commuters.

I feel that yourposition is unreasonable and arbitrary, when it is considered that the land owners involved are denied convenient access to both lanes of traffic, and they, their wives and children must cross a moat which you have constructed or propose to construct between the north and south bound lanes in order to reach public transportation, their mail boxes, school busses and their property generally.

Very truly yours,

Fred. A. Anderson
P.T.

Fred. A. Anderson

FAA:pt

RECEIVED

Contract # 4326

R

RECEIVED
NOV 30 1955
FOR FILING
F-73(12)
—
4326

November 28, 1955

Mr. Fred. A. Anderson
Attorney at Law
Schamburg Building
Sherwood, Oregon

Dear Sir:

I am advised by Division Engineer Skelton that his representative has contacted you relative to the proposed crossovers between the opposing lanes of traffic on the Tualatin River-Middleton Section of the Pacific Highway. The three crossovers proposed were at Stations 327, 356, and 382+50. I understand that these crossovers meet your approval, with a possible revision of the exact location of the one at Station 382+50.

We are authorizing Mr. Skelton to have the three above-described crossovers constructed when construction operations on the highway are resumed next spring. We, however, are of the opinion that these three are all that can be warranted, and, unless there is very material evidence to the contrary we will recommend against construction of additional turnarounds other than the three which are now authorized.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:mo

cc Mr. Forrest Cooper
Mr. A. G. Skelton

FORM 230—30M—2-55—62906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 25th, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

NOTED
W. C. WILLIAMS

For some time we have had under consideration the matter of additional crossovers on the Tualatin River-Middleton Section which is being constructed as a divided highway. An attorney by the name of Fred Anderson is representing several clients in that area but after a study of the matters brought up by Mr. Anderson I recommended to you on October 6th, 1955 that three additional crossovers be granted, one at Station 327, one at Station 356 and one at Station 382+50.

You instructed that Mr. Anderson again be contacted to see if this would be satisfactory. This has been done, and while Mr. Anderson indicated he was quite happy to accept the three we proposed, he also requested several more. He specifically asked for two additional ones, one to be located at about Station 336 and another at about Station 388+60. He also requested that the one which we proposed at Station 379 be moved to Station 382+50 and informed us that he was representing several additional clients and would have "recommendations" concerning additional approaches on the Six Corners-Middleton Unit.

It seems to me that it is time to draw the curtain on this matter. I believe that with the construction of the three proposed crossovers which I previously recommended we should draw the line. Mr. Anderson has no personal interest in this matter and is merely appearing for clients on a fee basis, and I have no doubt that everyone along the line will employ him if they find he is the man that can get them a crossover. I recommend that we tell Mr. Anderson no on all future requests but that we construct the three I previously recommended to you.

Forrest Cooper
Forrest Cooper
Construction Engineer

FC:AR

RECEIVED
1955

RECEIVED
NOV 22 1955
FOR FILING

F-73(12)
4226

Salem, Oregon
November 21, 1955

MISC. CONTRACTS and
AGREEMENTS No. 1600

6171 Mr. John W. Cattrall
City & County Relations Dept.
Office

Dear Mr. Cattrall:

Attached is a conformed copy of a Throughway Agreement with Washington County covering a portion of the Tualatin River-Middleton Unit of the Tigard-Newberg Section of the Pacific Highway West in Washington County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Washington County.

Very truly yours

Secretary

rn
Attach: 1

FORM 230—80M—10-54—78485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 9, 1955

SUBJECT: Assignment #6171

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of an agreement covering a portion of the Tualatin River-Middleton Unit of the Tigard-Newberg Section of the Pacific Highway West in Washington County. Two copies of the agreement have been signed by the Court and are now ready for presentation to the Highway Commission.

This completes Assignment #6171.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

10-28-54 Minute Page 18

ASSIGNMENT

Date: October 28, 1955 **No.** 6171 **By** [illegible]

Description: Letter of October 19 by Luther Jensen attaching proposed form of supplemental agreement covering certain changes in Tualatin River-Middleton Unit of the Tigard-Newberg Section of 99W in Washington County

Acknowledged by_____ Referred to Cattrall ✓

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

Remarks: For County execution.
WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 11-10-55 Report Received__________

GHWAY DEPARTMENT
NT CORRESPONDENCE

, Oregon
19, 1955

BJECT: Throughway Agreement
Tualatin River-Middleton Unit of the
Tigard-Newberg Section
Pacific Highway West

PLEASE RETURN TO
W. C. WILLIAMS

posed form of a supplemental agreement
tion of the Tualatin River-Middleton
n of the Pacific Highway West in
attached exhibits.

Very truly yours,

C. W. ENFIELD
Chief Counsel

Luther L. Jensen Jr.
By
LUTHER L. JENSEN, JR.
Clerk

LLJ:bb

Encl.

R[illegible]D
[illegible]
CO[illegible] RELATIONS

FORM 830—50M—10-54—79485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1955

SUBJECT: Throughway Agreement
Tualatin River-Middleton Unit of the
Tigard-Newberg Section
Pacific Highway West

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

L

Dear Mr. Williams:

Enclosed herewith is the proposed form of a supplemental agreement covering certain changes of a portion of the Tualatin River-Middleton Unit of the Tigard-Newberg Section of the Pacific Highway West in Washington County, together with attached exhibits.

Very truly yours,

C. W. ENFIELD
Chief Counsel

Luther L. Jensen Jr.

By
LUTHER L. JENSEN, JR.
Clerk

LLJ:bb

Encl.

R[illegible]D
[illegible]
CO[illegible] RELATIONS

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NOV 22 1955
FOR FILING

F-73(12)

4326

November 21, 1955

County Court of Washington County
Court House
Hillsboro, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Washington County one fully executed copy of a Throughway Agreement between the State Highway Commission and Washington County covering a portion of the Tualatin River-Middleton Unit of the Tigard-Newberg Section of the Pacific Highway West in Washington County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

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NOV 9 1955
FOR FILING

F-93 ([illegible])

4[illegible]

October 31, 1955

Mr. Fred. A. Anderson
Attorney at Law
Schamburg Building
Sherwood, Oregon

Dear Sir:

In reply to your letter of October 28, please be advised that I have previously issued instructions to Mr. A. G. Skelton, our Division Engineer at Portland, to arrange for either him or his representative to contact you and go over, on the ground, the additional crossovers we are considering on the Tualatin River to Middleton Section.

I am certain that Mr. Skelton or his representative will contact you within a very few days, and I am hopeful that this matter may be satisfactorily consummated.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:me

cc Mr. A. G. Skelton

FREDERICK A. ANDERSON
ATTORNEY AT LAW
SCHAMBURG BUILDING
SHERWOOD, OREGON

SHERWOOD OFFICE
PHONE JACKSON 7-8303

TIGARD OFFICE
PHONE MERCURY 9-1878

October 28, 1955

[illegible]
W. G. WILLIAMS

Mr. Williams
Asst. Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

It appears that I have no reply to my letter of October 6 concerning the plans of your department for connections between the north and south bound lanes of traffic on the reconstructed West Side Pacific Highway No. 99W in the Tualatin River to Middleton sector.

I would appreciate a reply at your early convenience and a copy of any new plans you may have in this regard or other advice as to the location of each inter-change between lanes, so that I may advise my clients in this connection.

Very truly yours,

Fred A. Anderson
Fred. A. Anderson

FAA:pt

RECEIVED
OCT [illegible] 1955
OREGON
STATE HIGHWAY COMMISSION

FORM E-20X—50,000—10-54—78484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 28, 1955

SUBJECT: Tualatin River-Middleton Unit
Tigard-Newberg Section
Pacific Highway West

To: Mr. A. G. Skelton
Division Engineer

W. C. WILLIAMS

Herewith a copy of a memorandum from W. C. Williams in which he discusses the proposed crossovers as requested by Mr. Fred A. Anderson.

Please arrange a meeting with Mr. Anderson as per Mr. Williams's letter and see if you can conclude an agreement satisfactory to the State and Mr. Anderson on the basis of the attached memo.

Please advise this office of the outcome of such a meeting.

LHY

L. H. Young
Assistant Construction Engineer

LHY:dt

Encls.

cc - Mr. W. C. Williams
Mr. R. L. Porter

RECEIVED
OCT 31 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
October 27, 1955

Mr. Forrest Cooper

Under date of October 6 you forwarded to me a set of plans indicating crossovers to be constructed at approximate Stations 327, 356, and 382+50 on the Tualatin River-Middleton Section.

I have discussed this matter with Mr. Baldock, and he approves the three crossovers listed, but he and I concur in your thinking that the three crossovers should be sufficient and that any other requests that may arise will be denied.

We have told the Attorney, Fred A. Anderson, that we will confer with him before a final decision in the matter is made. Please have Mr. Skelton or his representative arrange a meeting with Mr. Anderson, go over the proposed crossovers on the ground, and see whether an agreement can be reached whereby the construction of the three crossovers contemplated will be considered satisfactory and no further demands made for additional ones. I attach hereto a copy of Mr. Anderson's letter of October 6 and the set of plans you sent to me.

W. C. Williams

WCW:me

Enclosure

cc Mr. R. L. Porter

FREDERICK A. ANDERSON
ATTORNEY AT LAW
SCHAMBURG BUILDING
SHERWOOD, OREGON

SHERWOOD OFFICE
PHONE JACKSON 7-6305

TIGARD OFFICE
PHONE MERCURY 9-1578

October 6, 1955

Mr. Williams
Asst. Highway Engineer
State Highway Department
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

You may recall that several months ago I called at your office in Salem and conferred with you concerning your department's plans then existing for connections between the north and south bound lanes, or so-called "cross-overs", on Highway 99W in that sector from the Tualatin River to Middleton.

At that time I voiced concern with respect to the great distance between certain of the cross-overs and the probable effect upon property values and persons, such as school children, commuters and others using public transportation, and accessibility of mail containers to property owners.

You stated that you proposed to make a complete restudy of the problem in this sector through your traffic or planning division, and that you would advise me when that study was complete of the results thereof and of your latest plans with respect to such cross-overs.

This is to inquire as to whether this study has been completed, and if so will you please furnish me with plats or other information as to the number, places and types of connecting fills between the two lanes of the highway as proposed to be reconstructed.

Your advice and cooperation in this regard will be appreciated.

Very truly yours,

Fred. A. Anderson

FAA:pt

RECEIVED
OCT 7 1955
OREGON
STATE HIGHWAY COMMISSION

1

FORM 230—50M—2-55—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6th, 1955

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Deputy State Highway Engineer

In reply to your Assignment #6049 attached to a letter from Porter which refers to the complaint of an attorney named Anderson re the cross-overs on the Tualatin River-Middleton Section, I wish to advise that Porter and I, accompanied by Skelton, have made an investigation of this matter and while I believe that it has been magnified beyond its actual importance, I would recommend that three additional cross-overs be constructed in the interest of public relations. The locations of these are approximately Station 327, Station 356 and Station 382+50.

It is probable that when these are constructed other residents in the area will come at us to construct one for them; however, I believe we should hold tight after constructing the additional three as I do not recommend putting in a long series of cross-overs at every approach. I believe that the changes recommended herein should be adequate. There was also something said about providing cross-overs for school children. This I would recommend against as I do not believe the State should encourage small children to cross travel lanes of high speed highways. The school people themselves should not be a party to a thing of this nature as they are the ones who constantly preach at least safety. With the cross-overs which we are constructing the school bus could certainly drive a short additional distance to safely pick up the children rather than invite them to cross high speed travel lanes. If they were my children, I would certainly want them picked up without having to cross travel lanes.

I am attaching a copy of the plans by which you may check the locations of the suggested additional cross-overs.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:AR
Enc.

ASSIGNMENT

Date: August 30, 1955 No. 6049 By Ivan

Description: Letter of August 26 by R. L. Porter re request of Attorney Fred Andersen of Sherwood that the matter of xxxxxxxxxxx cross-overs on Onion Flat-Middleton Unit of Tigard-Newberg Section of Pacific Highway West be studied.

Acknowledged by_____ Referred to Cooper ✓

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

Remarks: Bring plans on this project and I will discuss with you.
WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 10-7-55 Report Received__________

HIGHWAY DEPARTMENT
ENT CORRESPONDENCE

PLEASE RETURN TO
W. C. WILLIAMS

lem, Oregon
ust 26, 1955

SUBJECT: Onion Flat-Middleton Unit
Tigard-Newberg Section
Pacific Highway West
Washington County

NOTED
W. C. WILLIAMS

your office an attorney from Sherwood
Mr. Anderson requested that the matter
be studied and that additional ones
ble. As I understood the conversation,
ic engineer to make a study of the
ssibly a few additional cross-overs
has been done along this line, we would
test information as we still have sev-
.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/mab

NOTED
FORREST COOPER

RECEIVED
AUG 29 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 25M 9-51 82318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

PLEASE RETURN TO
W. C. WILLIAMS

Salem, Oregon
August 26, 1955

SUBJECT: Onion Flat-Middleton Unit
Tigard-Newberg Section
Pacific Highway West
Washington County

To:

W. C. Williams
Deputy State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

A month or so ago I brought to your office an attorney from Sherwood by the name of Fred Anderson. Mr. Anderson requested that the matter of cross-overs on this project be studied and that additional ones be constructed if such is feasible. As I understood the conversation, you were going to ask the traffic engineer to make a study of the situation with the idea that possibly a few additional cross-overs might be provided. If anything has been done along this line, we would like to be supplied with the latest information as we still have several right of way cases pending.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/mab

NOTED
FORREST COOPER

RECEIVED
AUG 29 1955
OFFICE OF
STATE HIGHWAY ENGINEER

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JUL 14 1955
FOR FILING

F-73(12)

432[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 12th, 1955

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer

Will you please submit to this office the necessary vicinity maps and other data at the Vetaw crossing on US #99W so that preliminary plans can be made for the bridge and negotiations started with the Railroad for the 4-lane structure.

It will also be necessary to hold a P.U.C. Hearing.

Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: G. S. Paxson ✓

NOTED
G. S. PAXSON

RECEIVED
APR 4 1955
FOR FILING

F-12(1)
4326

April 1, 1955

The McCormack Co.
Box 157
Hillsboro, Oregon

Gentlemen:

Reference is made to your letter of March 30 requesting permission to use 24" and 36" extra-strength concrete pipe in the Tualatin-Middleton Unit (Contract 4326), which pipe was previously tested on June 4, 1952. This is to advise permission to use this pipe subject to its identification with the pipe previously tested.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ga

cc Forrest Cooper
A. G. Skelton
G. W. Harra

NOTED
G. S. PAXSON

SEATTLE OFFICE
2000 AIRPORT WAY
SENECA 2620

FOREST GROVE CLAY PLANT
FOREST GROVE, OREGON

MAIN OFFICE
BOX 157
HILLSBORO, OREGON
PHONE HILLSBORO 7700

The McCormack Co.

←ARROW→ BRAND LAUNDRY TRAYS
CONCRETE PIPE
CLAY BRICK AND TILE

March 30, 1955

REFERRED TO
Paxson
BY

State Engineer
State Highway Commission
Salem, Oregon

Gentlemen:

On June 4, 1952, we had the following pipe tested for a job by the Rogers Construction Company of Portland, Oregon: 24" Extra Strength Concrete Culvert Pipe and 36" Extra Strength Concrete Culvert Pipe.

They did not use allthis pipe on their job and we wish to use this pipe on the Contract No. 4326, Tualatin-Middleton Job Unit, by the Rogers Construction Company of Portland, Oregon.

We will appreciate your permission to use this pipe as stated above.

Very truly yours,

The McCormack Co.

H P Wilmarth

HPW:wk

RECEIVED
MAR 31 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

RECEIVED
MAR 31 1955
FOR FILING

F-73 (15)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 28, 1955

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. A. G. Skelton
Division Engineer

Referring to that section of 99W from the North Middleton Junction to the Votaw Overcrossing, please complete the location on the basis of an 84-foot separation with the present roadway being used for northbound traffic.

I am attaching a map which indicates what I have in mind.

Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:jv

Encl.

cc: W. C. Williams ✓

RECEIVED
MAR 22 1955
FOR FILING

F-73(2)

4336

Salem, Oregon
March 21, 1955

Mr. R. H. Baldock

From the information set forth in the attached correspondence, it would appear that the plan to utilize that portion of old US99W between the Votaw grade separation and Middleton for northbound traffic is not desirable. Particularly would we be in difficulty owing to inadequate stopping distance, and, as the cost of building a new facility is less than trying to convert the old road, I would suggest that we abandon the idea of trying to utilize the old highway.

W. C. Williams

WCW:me

Enclosure

RECEIVED
MAR 31 1955
FOR FILING

F-73 (2)

2/3

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

NOTED
W. C. WILLIAMS

In connection with the relocation of the Pacific Highway southwesterly from the present Tualatin River-Middleton contract, an investigation of two proposals between the north Midland Road, which is the southwesterly terminus of the present contract, and the Votaw grade separation with the Southern Pacific Railroad has been made.

Proposal one was to use the existing highway for southbound traffic, converting the old highway for use as a northbound lane. Proposal No. 2 was to construct a four-lane divided, using the present highway for northbound.

Skelton's costs indicate that proposal No. 1 would cost $127,000, while proposal No. 2 would be $109,000. These are construction costs. The right of way has been estimated at $20,000 either route.

There are many objections to plan one, using the old or abandoned highway, in addition to the cost factor, such as poor sight distances, steep grade and 84° of central angle that we do not have under proposal No. 2.

I strongly concur in Skelton's recommendation that the present route be four-laned and request authority to proceed with the location.

I am sending a copy of Skelton's letter.

RECEIVED
MAR 10 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:jv
Encl.

FORM 530—50M—4-54—74386

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
February 23, 1955

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Attn: Forrest Cooper

Dear Sir:

We recently discussed our location on 99W from the end of the present contract at Middleton to the Votaw Undercrossing, particularly as it concerned the divided highway plan which would utilize the old highway as a northbound route from the Votaw Undercrossing to the junction of this road with existing 99W at Middleton. You thought that a comparison of cost between this route and four laning on the existing alignment from Middleton to Votaw would be helpful in determining the most feasible location.

H. C. Broadwell has recently completed an estimate of both routes, and I am enclosing herewith the two estimate tabulations. I am also enclosing a profile of the plan for using the old highway from Votaw to Middleton, showing the modifications that would be necessary to get as close to standard stopping distance as is feasible on this vertical alignment. You will note that there are three places that we have changed the grade line to make possible better sight and stopping distance, but in all three of these locations, our modified plan only provides for a little more than one half of normal stopping distance. We have also had Mr. Mayhew of the right of way department give us an estimate of right of way costs, both for four laning the existing section, and for additional right of way required to utilize the old highway as a one way northbound route. His estimate indicates about the same cost for either route, it being $19,370 for the four laning and $19,975 for the additional right of way required for utilizing the old highway.

Broadwell has shown typical sections with each of his estimates, and his plan calls for standard construction on each plan, using two 12 foot lanes with a 10 foot shoulder on the right side and a 4 foot shoulder on the left side, and 4 foot paved shoulders on each side coming out of the normal shoulder width. You will note that the old pavement is 18 feet in width, and was abandoned to the county when the present Middleton-Votaw section was completed in the late 30's. You will also note that our estimated cost for four laning the existing highway is $109,000, and the cost of improving the old highway for

NOTED
FORREST COOPER

utilization would come to $127,000. Even with the improvement contemplated on the old highway, this would still be a substandard road with heavier horizontal and vertical curves than we have on the new one. The additional cost comes partially from the necessity of building two connecting roads between the two highways, which would be a minimum requirement.

I would strongly recommend that we four lane the existing route. You will note that our proposed section for this would be to have the center line of the existing highway and the center line of the "LS" 84 feet apart, which is the same construction as we have on the Middleton-Tualatin River Section.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: H. C. Broadwell

RECEIVED
FEB 2[illegible] 1955
OFFICE OF
COUNTY [illegible] ENGINEER

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F-73(12)

4-3-6

5053

10

February 11, 1955

Oregon State Highway Commission

Gentlemen:

I wrote you yesterday advising that the Legal Department has requested that you adopt a new resolution pertaining to certain sections of the Tualatin River-Middleton Section of US99W that do not meet the requirements of a throughway by reason of the fact that the sections contain more than 10 business establishments per mile. I mentioned that the resolution would be presented to you for adoption at the next meeting of the Commission.

Mr. Glaisyer now informs me that you discussed this matter at the meeting on October 28, 1954 and approved Mr. Enfield's suggestion as to the resolution. The minutes of that meeting, which have been approved by the Commission, show that the Commission accepted Mr. Enfield's recommendation and adopted a resolution relative thereto at that time, said resolution being designated Exhibit "I-1."

In view of the circumstances it will not be necessary to present the resolution to you at the March meeting, and I have asked Mr. Glaisyer to insert it in the minutes of the October 28, 1954 meeting in conformity with the record of that meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. C. W. Enfield
Mr. H. G. Smith
Mr. J. W. Cattrall

HBG:jmc 1g

RECEIVED
FEB 10 1955
FOR FILING

February 9, 1955

Oregon State Highway Commission

Gentlemen:

By reason of the construction of the new four-lane highway between the Tualatin River and Middleton on US99W, the Legal Department has requested that you adopt a new resolution pertaining to the portions of the throughway that cannot be classified as such by reason of more than 10 businesses per mile. Owing to the cultural development at Six Corners, where there are more than 10 businesses, a certain area at that location must be exempted from the throughway designation.

The resolution will be presented to you at the next Commission meeting for adoption.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. C. W. Enfield
Mr. H. C. Smith
Mr. J. W. Cattrall

WCW:me 1g

FORM 230—50M—4-54—74366

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 3rd, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

I have checked over the resolution directing that a certain portion of the Tualatin River-Middleton Section be constructed as a throughway and suggested a change in the length of the business area from Station 492 to 460.

The correction has been made, and I think that the business area is now correct.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

2/7/55 - Resolution has been corrected to conform with [illegible]

ASSIGNMENT

Date: **February 1, 1955** No. 5653 By wcw

Description: **Letter of 1-31-55 by O. E. McAdams attaching ten copies of resolution directing that a certain portion of the Tualatin River-Middleton Section of the Pacific Highway West be constructed as a throughway.**

Acknowledged by____ Referred to Smith

- __ Investigate and report with recommendation
- __ Such action as necessary and report
- __ Comment or recommendation
- __ Return with rough draft of reply
- __ Prepare reply for signature of Mr.________
- __ Contact correspondent and report

Remarks: **To check.**
WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 2-3-55 Report Received__________

HIGHWAY DEPARTMENT
ENT CORRESPONDENCE

Oregon
y 31, 1955

PLEASE RETURN TO
W. C. WILLIAMS

SUBJECT: Tualatin River-Middleton
Section Pacific Highway
West

f a resolution directing that
River-Middleton Section of the
ed as a throughway.

survey of the number of
the highway, catering to the
d for that purpose the stations
hway may be constructed as a
throughway is more or less guesswork. It is, however, the best data available and therefore the best that can be done under the circumstances.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By O. E. McAdams Jr.
O. E. McADAMS, JR.
Assistant Attorney

OEM:MH
Encls.

RECEIVED
FEB 1 1955

FORM E-30 25M 9-51 82315

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1955

PLEASE RETURN TO
W. C. WILLIAMS

SUBJECT: Tualatin River-Middleton Section Pacific Highway West

To:
Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Mr. Williams:

Attached find ten copies of a resolution directing that a certain portion of the Tualatin River-Middleton Section of the Pacific Highway West be constructed as a throughway.

Please be advised that the survey of the number of commercial businesses abutting on the highway, catering to the motoring public is inaccurate, and for that purpose the stations between which this section of highway may be constructed as a throughway is more or less guesswork. It is, however, the best data available and therefore the best that can be done under the circumstances.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By O. E. McAdams Jr.
O. E. McADAMS, JR.
Assistant Attorney

OEM:MH
Encls.

RECEIVED
FEB 1 1955
STATE [illegible]

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FOR FILING

[illegible]

4 [illegible]

February 8, 1955

The Honorable Paul L. Patterson
Governor of Oregon
State Capitol Building
Salem, Oregon

Re: File 19723 - L-2551
Hite, Reiser and Hemback
Tualatin River-Middleton Unit
Pacific West Highway
Washington County

Dear Governor Patterson:

Reference is made to Mr. Reiser's letter of February 3, 1955, in which he asks for an appointment with you to discuss the proposed right of way acquisition across property he leases at Six Corners. The acquisition of the right of way from these people is somewhat complicated because of two lease interests. Mr. and Mrs. Hite are the fee owners of the property, Mr. and Mrs. Reiser lease a building, in which they operate a food market, and Mr. Hemback has a farm lease on the property lying southwesterly of Six Corners.

Our negotiations have been primarily carried on with Mr. Fred Anderson, attorney at Sherwood who has represented both the Hites and the Reisers. As I understand it, a rather serious difference of opinion exists between the Hites and the Reisers as to how much of the total consideration they each are entitled to and there is further disagreement as to what is adequate compensation for this entire right of way acquisition. As it is customary in these cases, we have had the property appraised by two independent appraisers and the amount offered to these people is that of the higher of the two appraisals. Because of our inability to reach an agreement with these parties, it has been necessary to file a condemnation action and we are not, by this procedure, attempting to make any division as to how much Mr. Reiser is entitled to and how much Mr. Hite is entitled to.

The contract for the construction in this area has been awarded and the contractor is now working in the vicinity. He has asked for the right of way to be cleared at Six Corners so that he may proceed with the normal execution of his work. It was for this reason that on February 2, 1955, a letter was addressed to Mr. and Mrs. Heiser asking that they vacate by March 4, 1955, so that the contractor may proceed with the necessary construction on this property.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

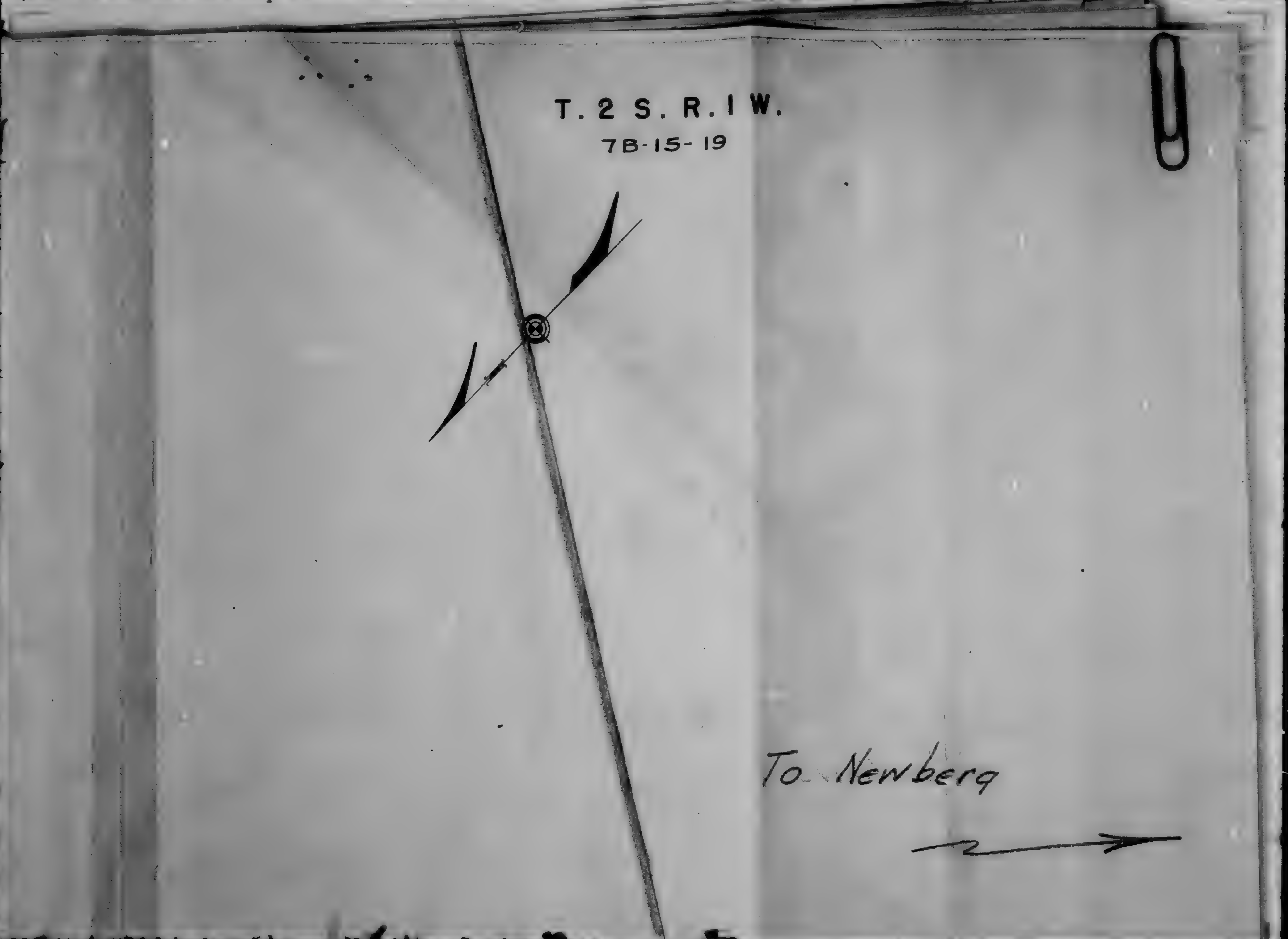
RHB/RLP/fm

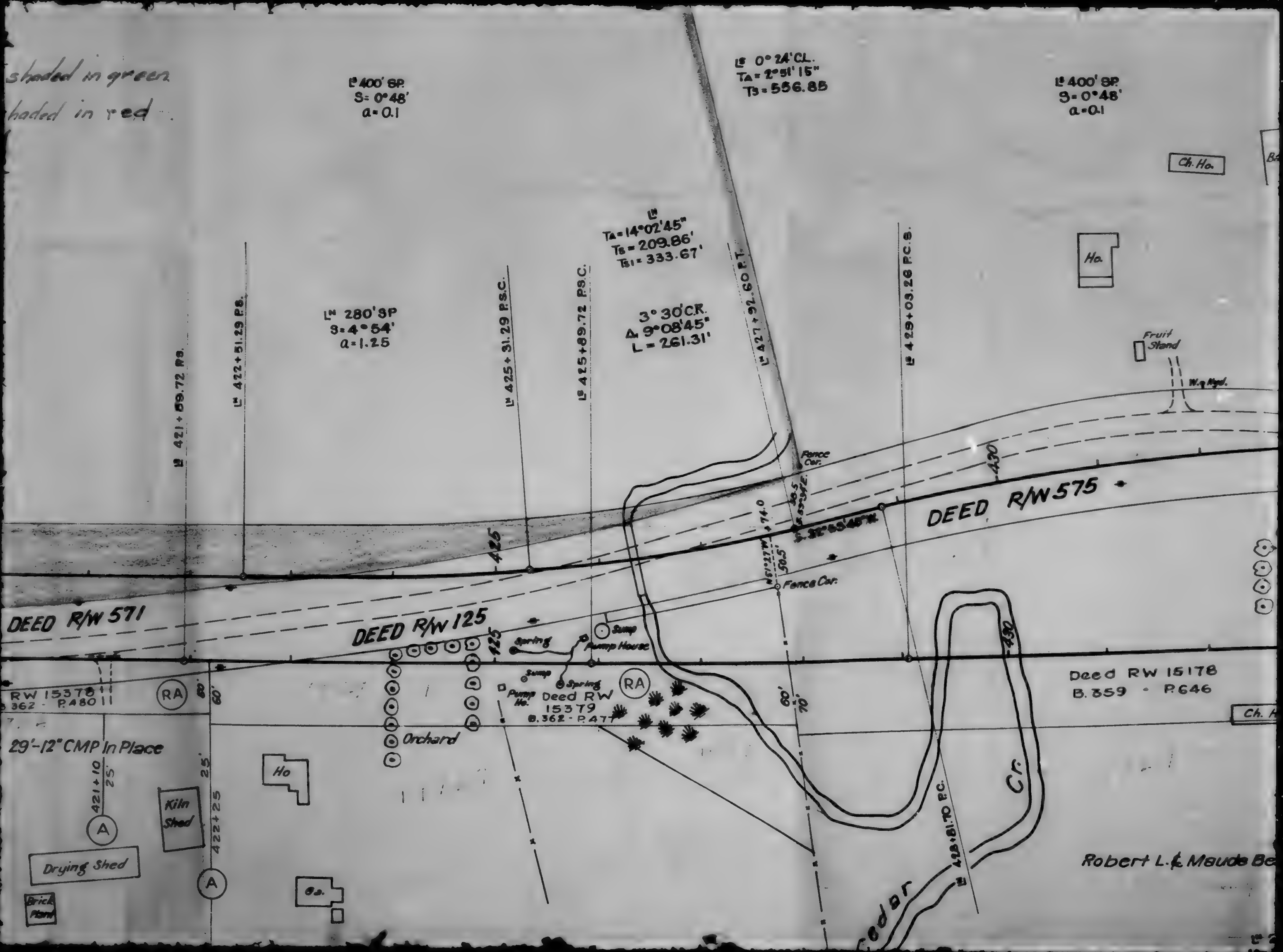
Mr. Baldock:

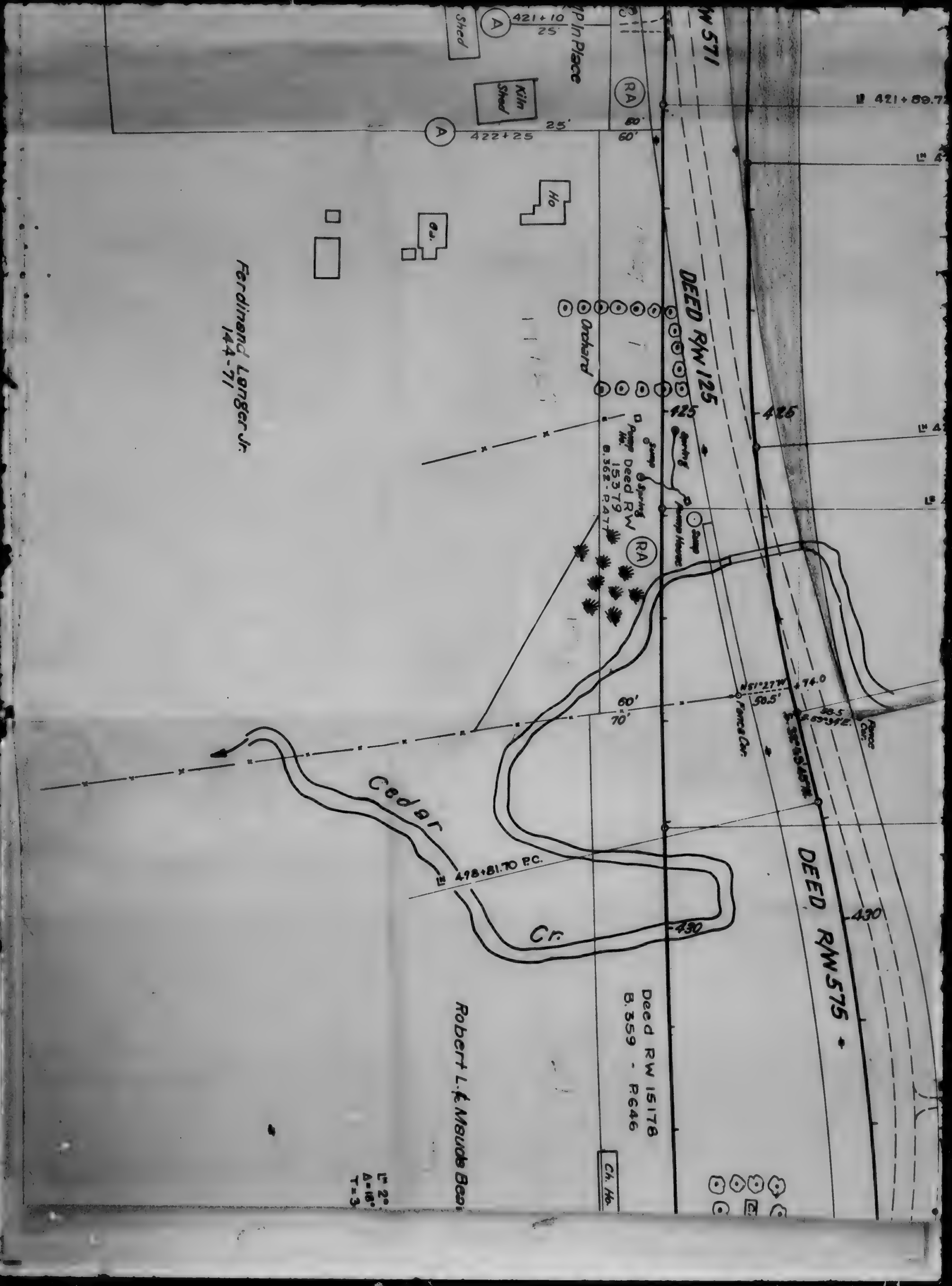
This is the letter about which I called you this morning.

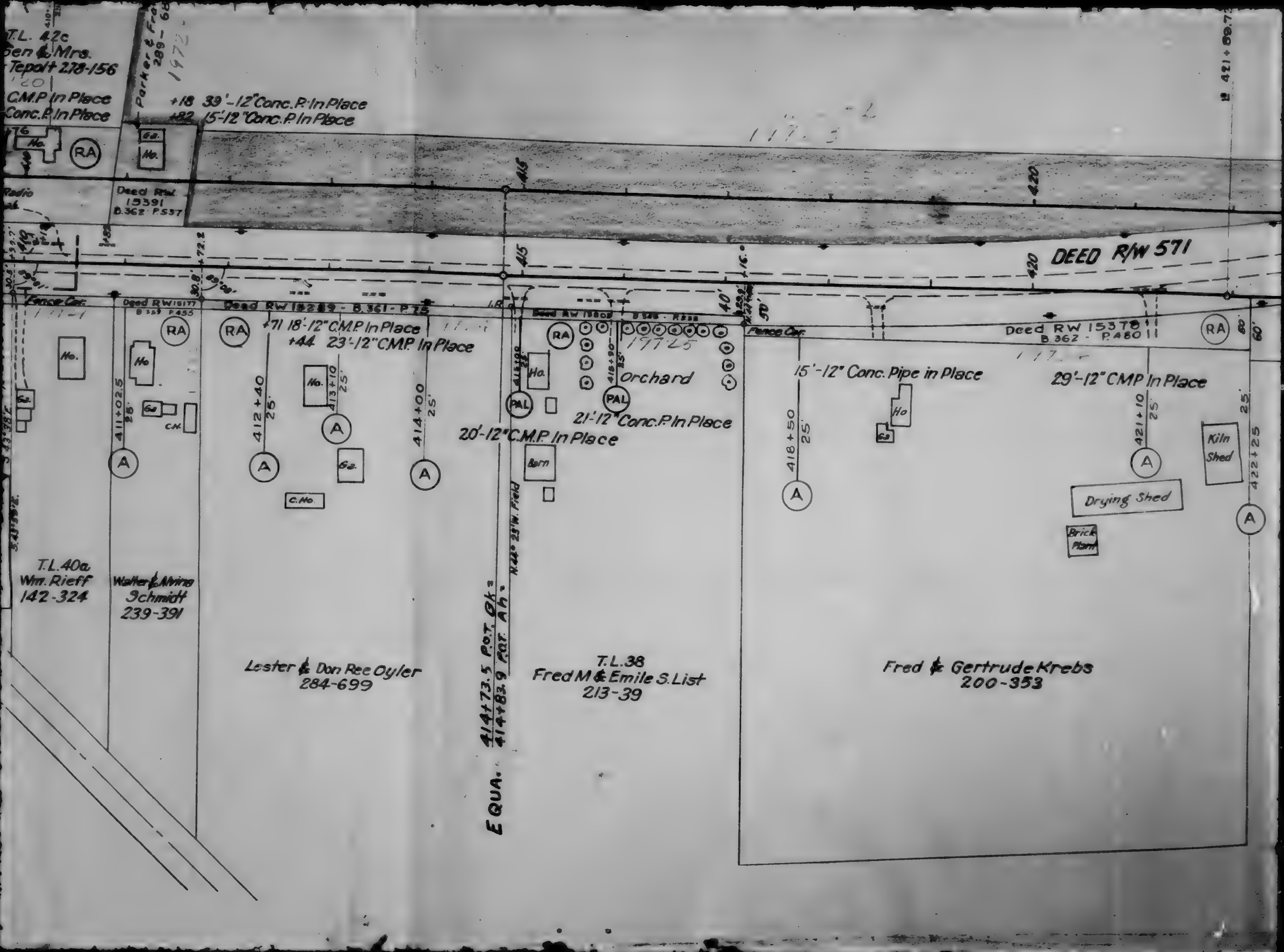
Leolyn Barnett

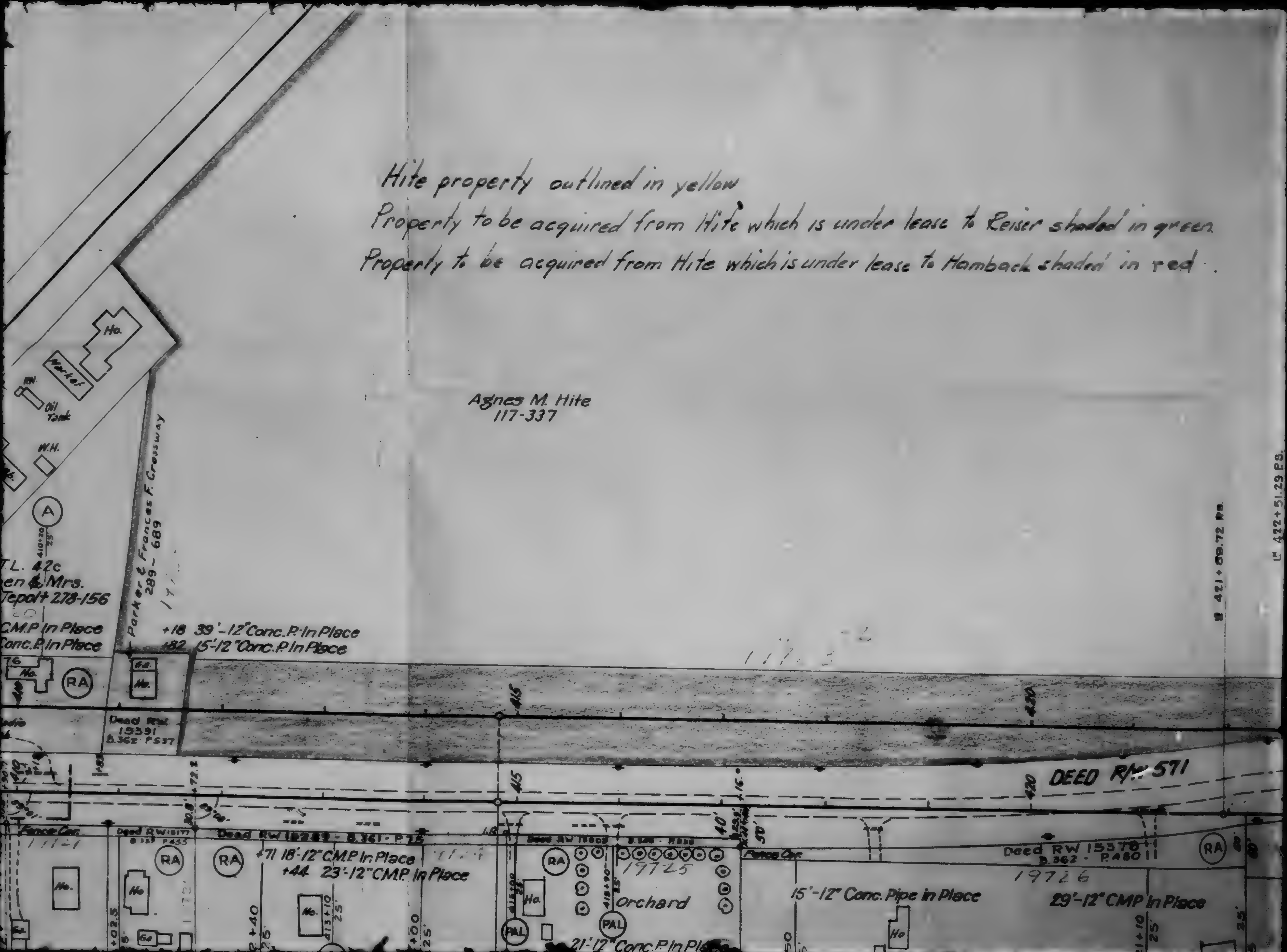
REFERRED TO
Porter
By State Highway Engineer
Please see me


T.2S.R.1W.
7B-15-19
To Newberg

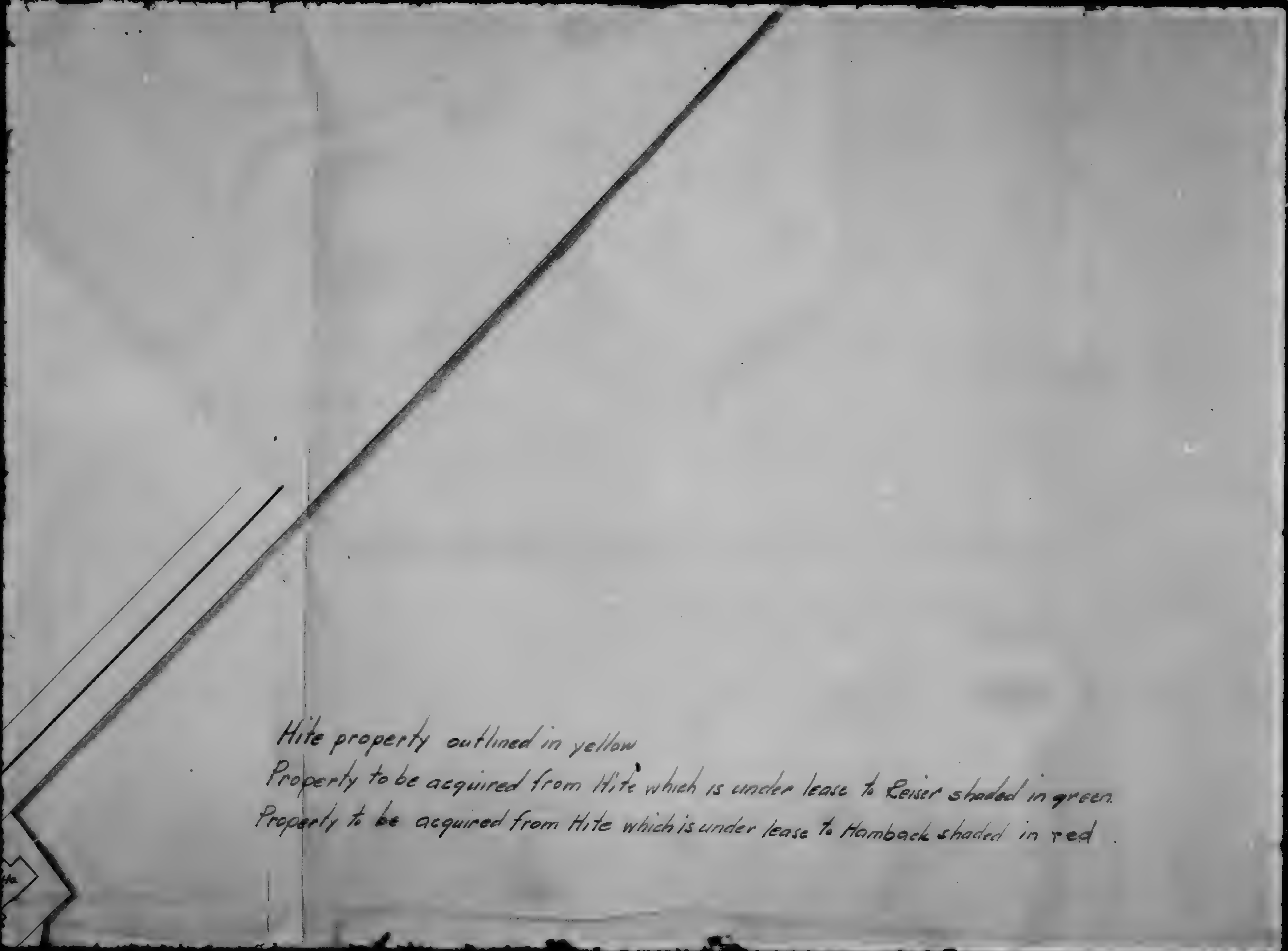

shaded in green
shaded in red
L⁸ 400' SP.
S= 0°48'
a= 0.1
L⁸ 0° 24' CL.
TA = 2°51'15"
TS = 556.85
L⁸ 400' SP.
S= 0°48'
a= 0.1
Ch. Ho.
L⁸
TA = 14°02'45"
TS = 209.86'
TSI = 333.67'
Ho.
L⁸ 280' SP
S = 4°54'
a = 1.25
3° 30' CR.
Δ 9°08'45"
L = 261.31'
L⁸ 421 + 59.72 P.S.
L⁸ 422 + 51.29 P.S.
L⁸ 425 + 31.29 P.S.C.
L⁸ 425 + 89.72 P.S.C.
L⁸ 427 + 92.60 P.T.
L⁸ 429 + 03.26 P.C.S.
Fruit Stand
W. & Hyd.
Fence Cor.
50.5
+74.0
N51°27'W
50.5'
Fence Cor.
425
430
DEED R/W 575
DEED R/W 571
DEED R/W 125
125
Sump
Spring
Pump House
Sump
Spring
Pump Ho.
Deed RW
15379
B. 362 - P. 477
RA
RW 15378
B. 362 - P. 480
RA
80'
60'
60'
70'
430
Deed RW 15178
B. 859 - P. 646
Ch. H
29'-12" CMP In Place
421+10
25'
25'
422+25
A
A
Orchard
Ho
Kiln Shed
Drying Shed
Brick Plant
Ga.
Cr.
Cedar
L⁸ 428+81.70 P.C.
Robert L. & Maude Be


Shed
A
421+10
25'
P In Place
Kiln Shed
A
422+25
25'
RA
80'
60'
W 571
421+89.72
Ho
O.J.
Orchard
DEED R/W 125
425
Sump
Spring
Pump Hse.
Spring
Pump Deed RW 15379 B.362-P.47
Sump
Pump House
RA
Ferdinand Langer Jr.
144-71
N51°27'W 74.0
50.5'
Fence Cor.
60'
70'
Fence Cor.
Cedar
Cr.
478+81.70 P.C.
430
DEED R/W 575
430
Deed RW 15178
B.359 - P.646
Robert L. & Maude Bea
Ch. Ho.
L= 2°
Δ=16°
T=3

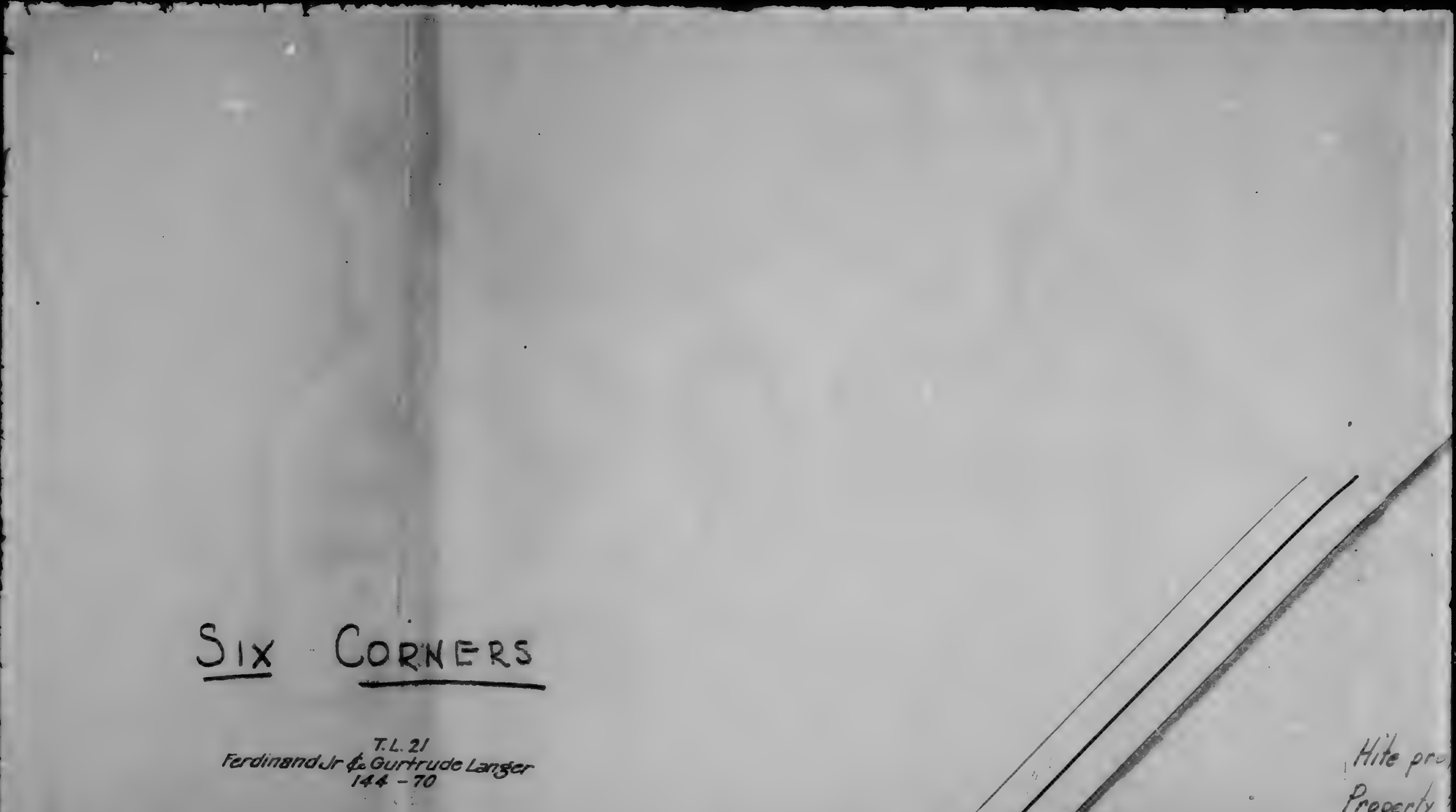

T.L. 42c
Gen & Mrs. Tepolt 278-156
CMP In Place
Conc. P. In Place
Parker & Fra
289-68
1972
+18 39'-12" Conc. P. In Place
+82 15'-12" Conc. P. In Place
RA
Ho.
Ga.
Radio
Deed R/W 15391 B.362 P.537
+72.2
30.8'
415
420
DEED R/W 571
Fence Cor.
Deed RW 15177 B.353 P.455
Deed RW 15289 - B.361 - P.75
+71 18'-12" C.M.P. In Place
+44 23'-12" C.M.P. In Place
411+02.5 25'
412+40 25'
413+10 25'
414+00 25'
A
C.Ho.
C.H.
Barn
PAL
Orchard
20'-12" C.M.P. In Place
21'-12" Conc. P. In Place
418+90 25'
Deed RW 15808
40'
50'
+16
15'-12" Conc. Pipe in Place
29'-12" CMP In Place
Deed RW 15378 B.362 - P.480
418+50 25'
421+10 25'
422+25 25'
60'
Kiln Shed
Drying Shed
Brick Plant
421+89.7
S 43°38'E.
T.L. 40a
Wm. Rieff
142-324
Walter & Alvina Schmidt
239-391
Lester & Don Ree Oyler
284-699
T.L. 38
Fred M & Emile S. List
213-39
Fred & Gertrude Krebs
200-353
EQUA.
414+73.5 P.O.T. Ok =
414+83.9 P.O.T. Ah =
N.44° 23' W. Field

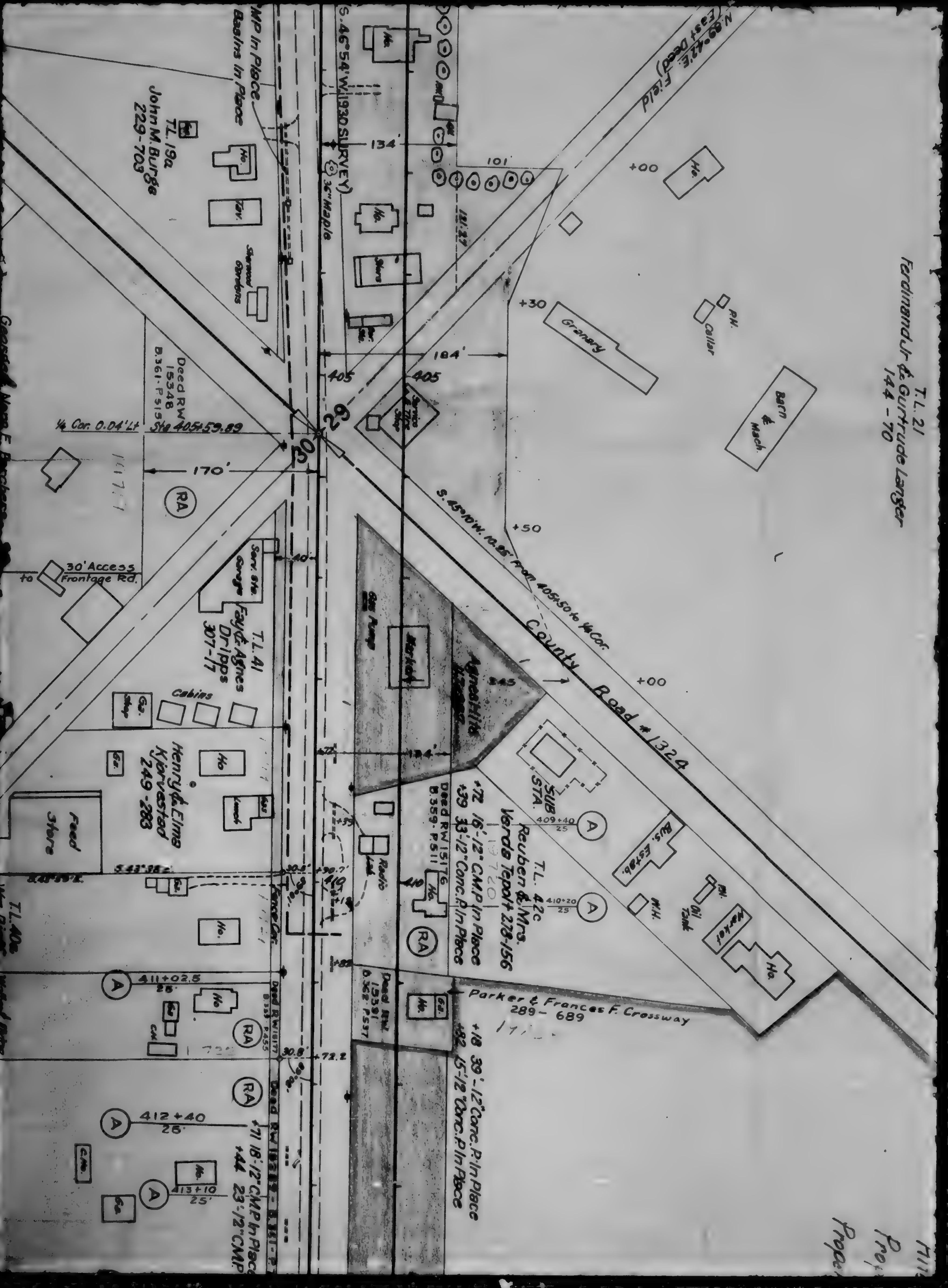


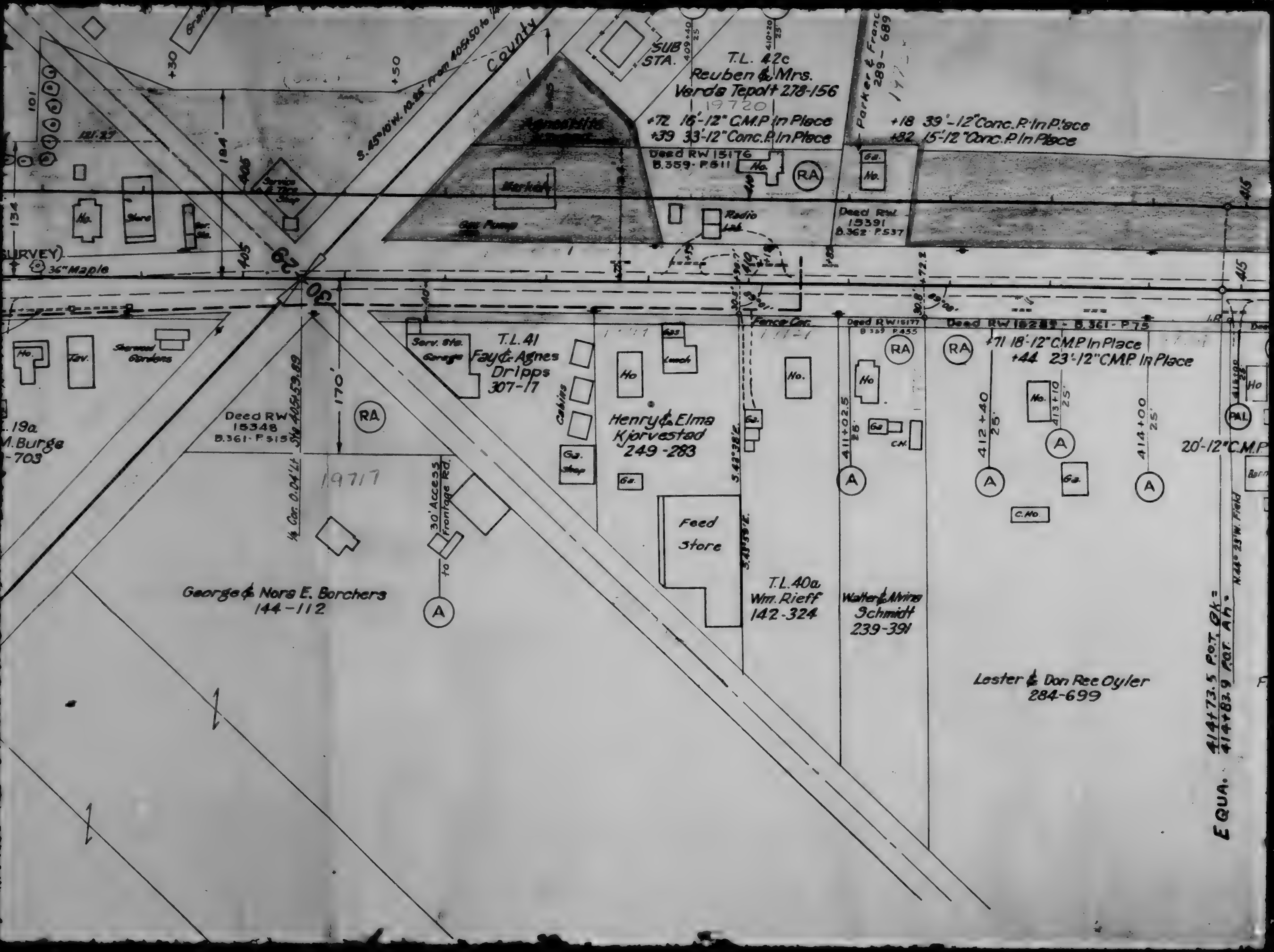
Hite property outlined in yellow
Property to be acquired from Hite which is under lease to Reiser shaded in green
Property to be acquired from Hite which is under lease to Hamback shaded in red.

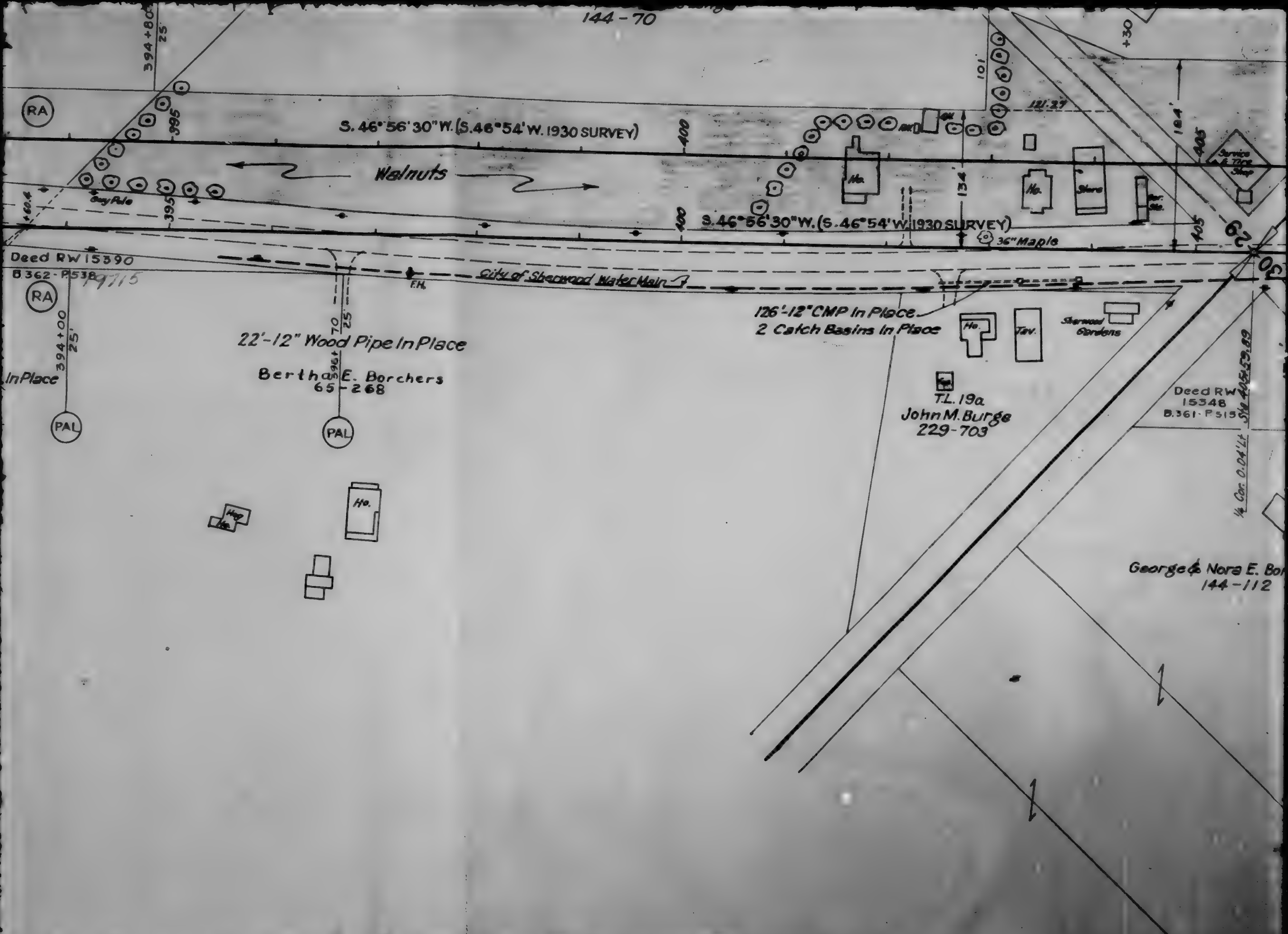


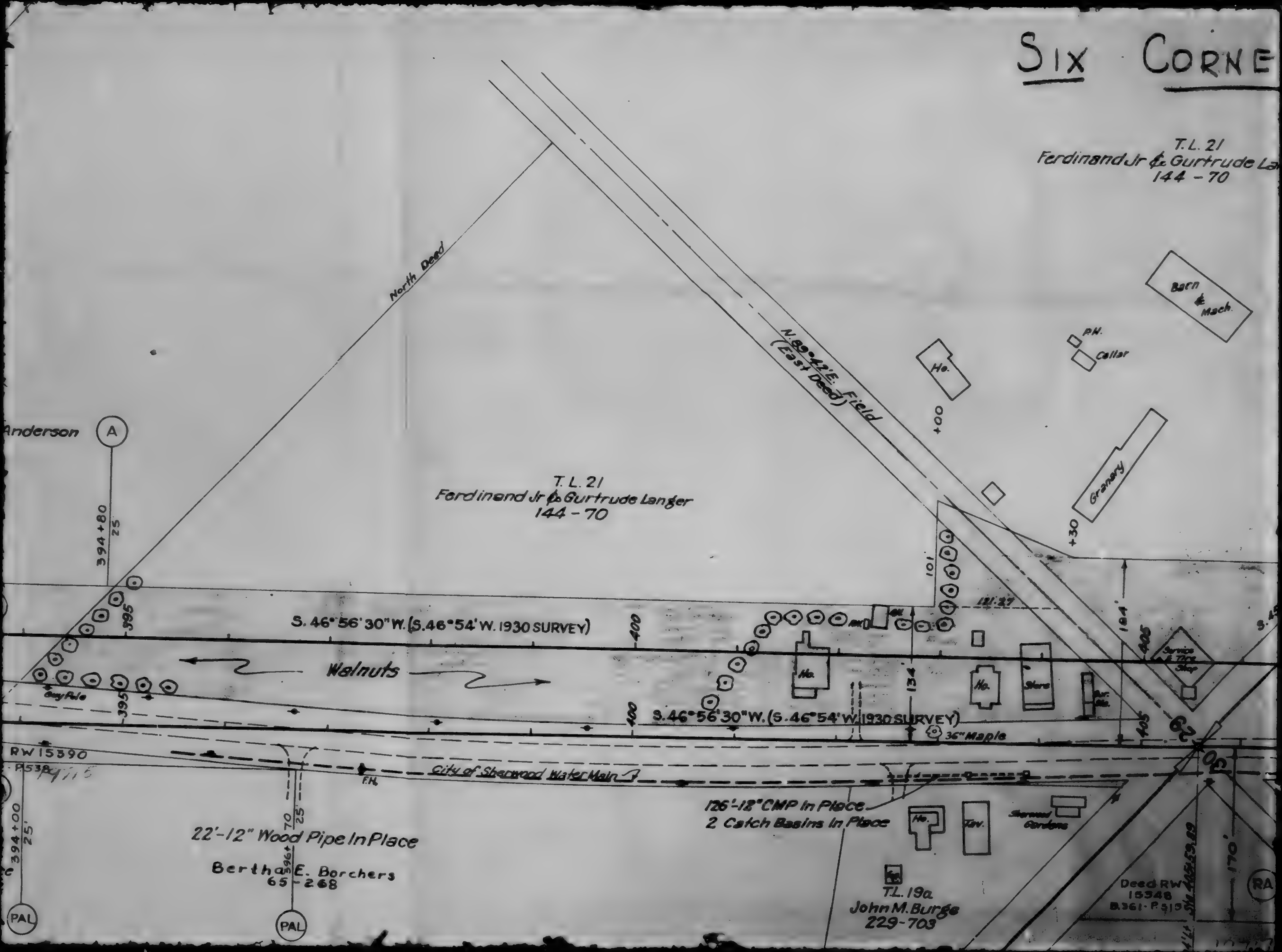
Hite property outlined in yellow
Property to be acquired from Hite which is under lease to Reiser shaded in green.
Property to be acquired from Hite which is under lease to Hamback shaded in red.

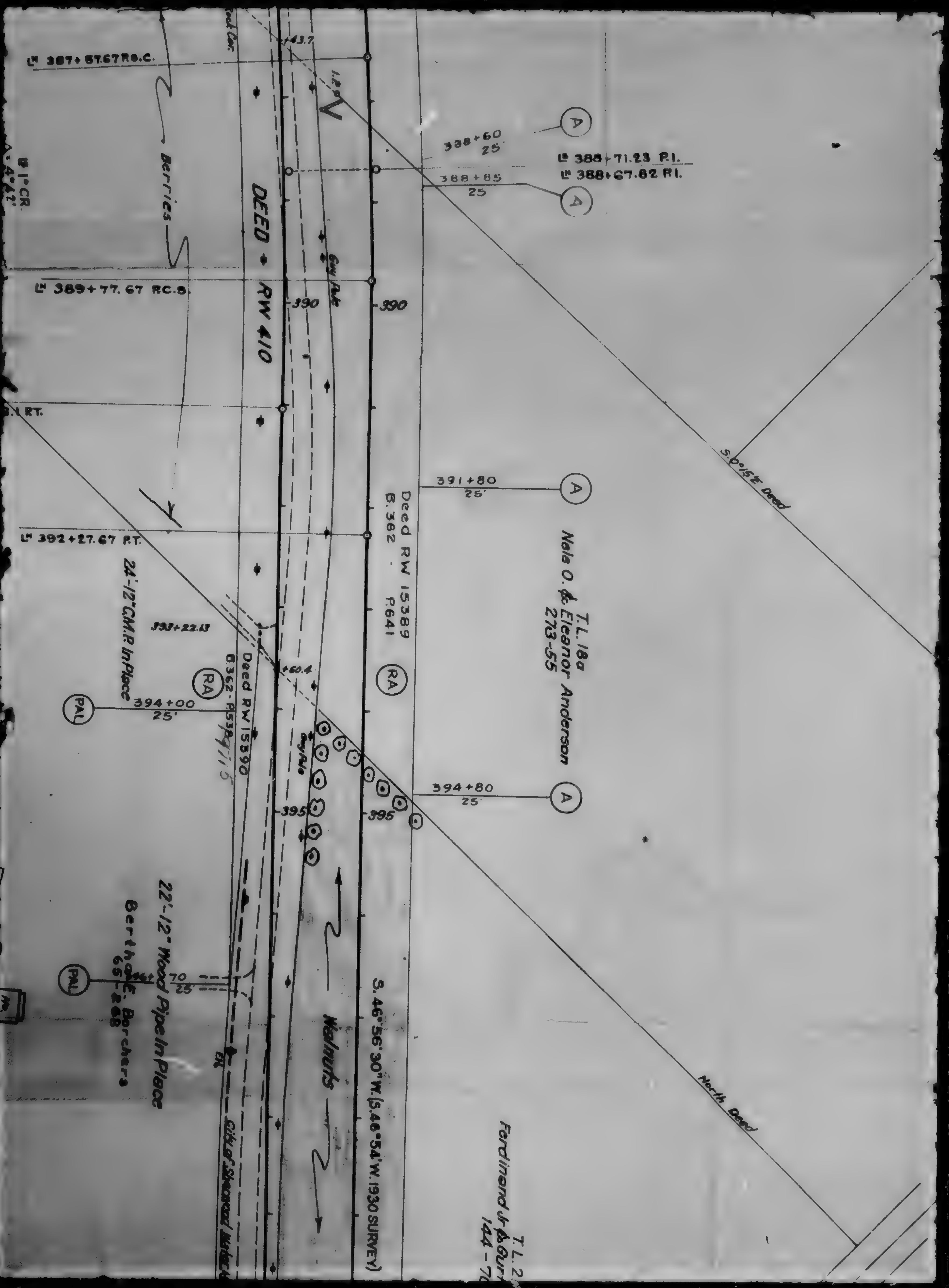

Six Corners
T.L. 21
Ferdinand Jr & Gurtrude Langer
144 - 70
Barn & Mach.
P.H.
Cellar
Ho.
Field
00
+00
#1324
Bus. Est
W.H.
P.H.
Oil Tank
Market
Ho.
ssway
Hite pro
Property
Property to


T.L. 21
Ferdinand Jr. & Gurtrude Langer
144-70
Barn & Mach.
Granary
Cellar
P.H.
Ho.
+00
+30
+50
+00
N. 89°42'E.
East Deed Field
101
121.87
134'
184'
405
405
29
30
Service Sta. Shop
S. 46°54' W. 1930 SURVEY
36" Maple
Ho.
Store
CMP in Place
Basins in Place
T.L. 19a
John M. Burge
229-703
Ho.
Tav.
Sherwood Gardens
Deed RW
15348
B.361-P.515
Sta 405+59.89
¼ Cor. 0.04' Lt.
170'
RA
30' Access to Frontage Rd.
Serv. Sta. Garage
T.L. 41
Fay & Agnes Dripps
307-17
Cabins
Henry & Elma Kjorvestad
249-283
Ho.
Feed Store
S. 45°10' W. 10.85' From 405+50 to ¼ Cor.
County Road #1324
Gas Pump
Market
Agnes Hild
SUB STA.
409+40
25
A
T.L. 42c
Reuben & Mrs. Verda Tepolt 278-156
+72 16'-12" C.M.P. In Place
+39 33'-12" Conc. P. In Place
Deed RW 15176
B.359-P.511
410+20
25'
A
Bus. Estab.
W.H.
Oil Tank
Market
Ho.
Radio
RA
Parker & Frances F. Crossway
289-689
+18 39'-12" Conc. P. In Place
+82 15'-12" Conc. P. In Place
Deed RW 15391
B.368-P.537
411+02.5
25'
A
Deed RW 16177
B.373-P.455
RA
RA
30.8'
+72.2
30.5'
+90.7'
412+40
25'
A
413+10
25'
A
Deed RW
+71 18'-12" C.M.P. In Place
+44 23'-12" C.M.P.
Fence Cor.
S. 43°38' E.
T.L. 40a
George & Nora E. Bosch

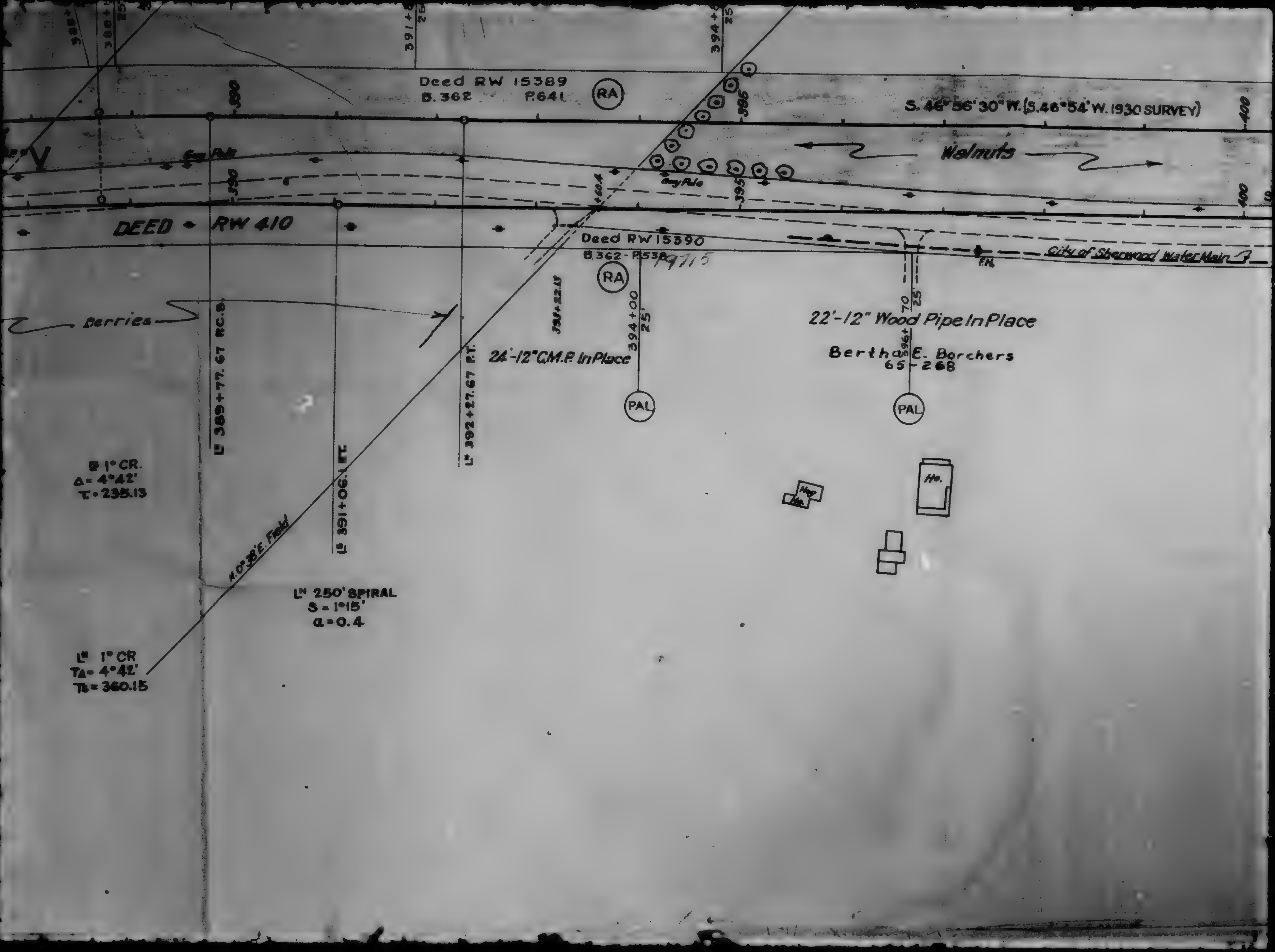

County
S.45°10'W. 10.85' From 405+50 to 1/4
+30
+50
101
134
184
405
405
29
30
(SURVEY)
36" Maple
SUB STA.
409+40
25
410+20
25
T.L. 42c
Reuben & Mrs.
Verda Tepolt 278-156
19720
+72 16'-12" C.M.P. In Place
+39 33'-12" Conc. P. In Place
Deed RW 15176
B.359-P.511
RA
Parker & Franc
289-689
+18 39'-12" Conc. P. In Place
+82 15'-12" Conc. P. In Place
Deed RW 15391
B.362-P.537
Market
Gas Pump
Service & Tire Shop
Radio Lab.
Ho.
Store
Ga.
415
415
Ho.
Tav.
Sherwood Gardens
T.L. 19a
M. Burge
-703
Deed RW 15348
B.361-P.515
Sta 405+59.89
1/4 Cor. 0.04' Lt.
170'
RA
19717
30' Access to Frontage Rd.
A
George & Nora E. Borchers
144-112
Serv. Sta. Garage
T.L. 41
Fay & Agnes Dripps
307-17
Cabins
Ga. Shop
Ho
Lunch
Henry & Elma Kjorvestad
249-283
Ga.
Feed Store
S.43°38'E.
S.43°38'E.
Fence Cor.
30.8'
30.7'
410
T.L. 40a
Wm. Rieff
142-324
Ho.
411+02.5
25
A
Deed R.W. 15177
B.359 P.455
RA
Ho
Ga
C.H.
Walter & Alvina Schmidt
239-391
30.8'
+72.2
Deed RW 15289 - B.361-P.75
RA
+71 18'-12" C.M.P. In Place
+44 23'-12" C.M.P. In Place
412+40
25'
A
Ho.
413+10
25'
A
Ga.
C. Ho.
414+00
25'
A
Lester & Don Ree Oyler
284-699
415+00
25
PAL
Ho
20'-12" C.M.P.
EQUA. 414+73.5 P.O.T. Bk =
414+83.9 P.O.T. Ah =
N.44° 23'W. Field

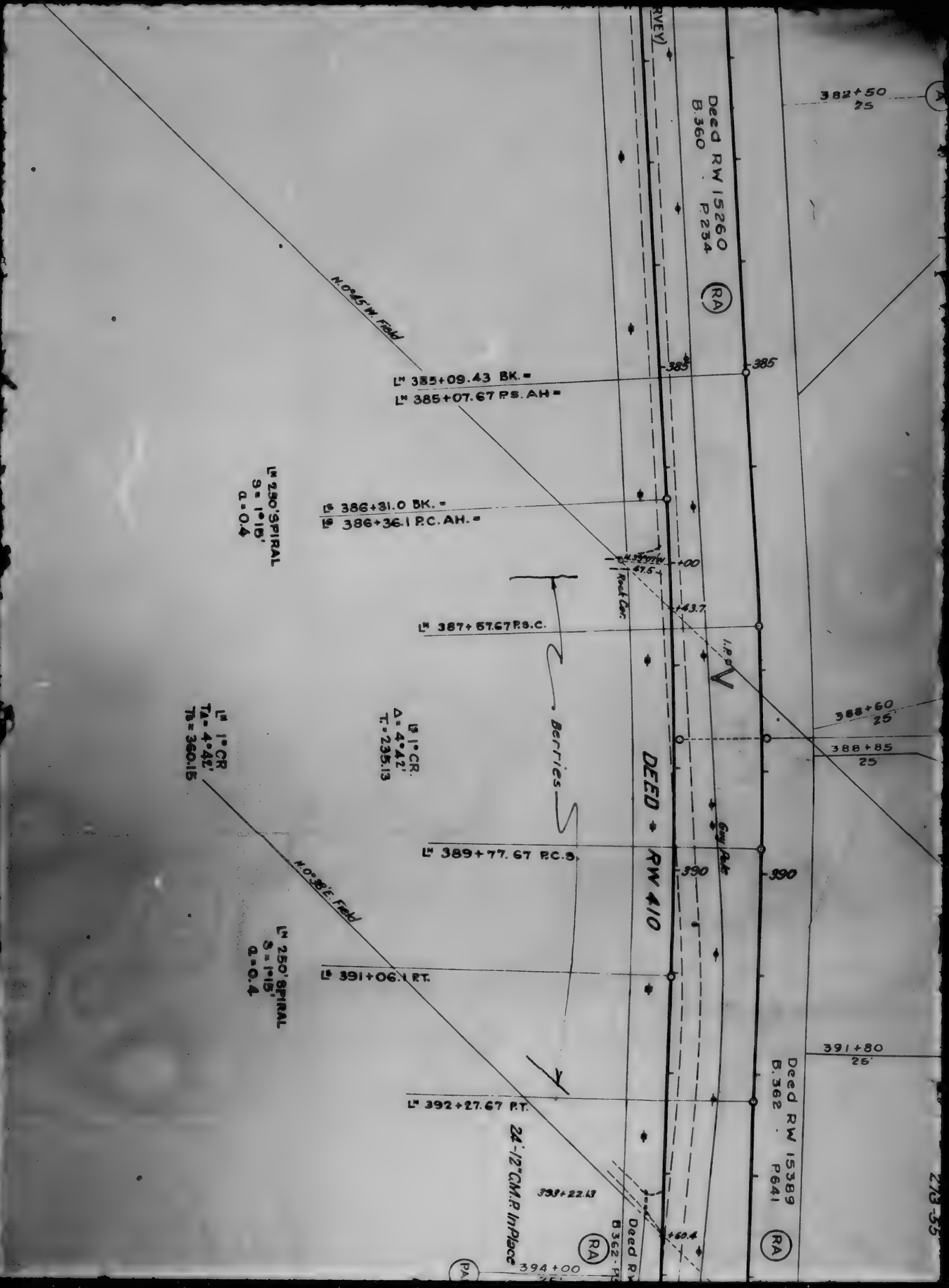

144-70
394+80
25'
RA
S.46°56'30"W.(S.46°54'W.1930 SURVEY)
395
400
Walnuts
Guy Pole
+60.4
S.46°56'30"W.(S.46°54'W.1930 SURVEY)
36" Maple
134
101
121.27
184'
405
+30
Service & Tire Shop
Ho.
Store
29
30
Deed RW 15390
B.362-P.538
19715
RA
394+00
25'
In Place
PAL
City of Sherwood Water Main
F.H.
396+70
25'
22'-12" Wood Pipe In Place
Bertha E. Borchers
65-268
PAL
Ho.
126'-12" CMP In Place
2 Catch Basins In Place
Ho.
Tav.
Sherwood Gardens
T.L. 19a
John M. Burge
229-703
Deed RW
15348
B.361-P.515
Sta 405+59.89
¼ Cor. 0.04' Lt
George & Nora E. Bo
144-112

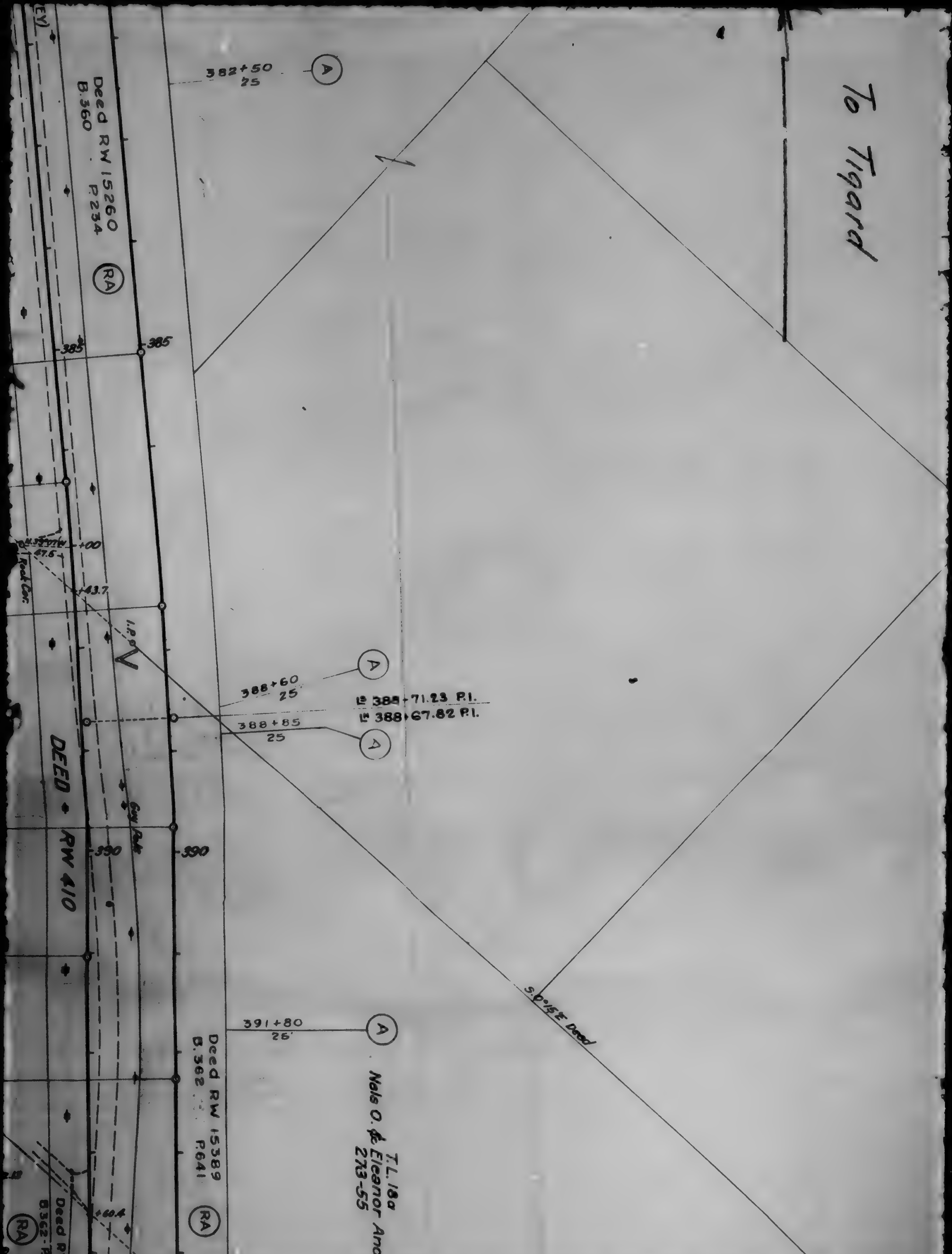

SIX CORNE
T.L. 21
Ferdinand Jr & Gurtrude La
144 - 70
North Deed
N. 89°42'E. Field
(East Deed)
Barn & Mach.
P.H.
Cellar
Ho.
+00
Granary
+30
Anderson
A
394+80
25
T.L. 21
Ferdinand Jr & Gurtrude Langer
144 - 70
101
121.27
184'
395
400
405
S. 46°56'30"W. (S.46°54'W. 1930 SURVEY)
Walnuts
Guy Pole
Ho.
134
Ho.
Store
Service & Tire Shop
S.46°56'30"W. (S.46°54'W. 1930 SURVEY)
36" Maple
RW 15390
P.538
F.H.
City of Sherwood Water Main
126'-12" CMP In Place
2 Catch Basins In Place
Ho.
Tav.
Sherwood Gardens
22'-12" Wood Pipe In Place
394+00
25'
396+70
25
Bertha E. Borchers
65-268
PAL
PAL
T.L. 19a
John M. Burge
229-703
Deed RW
15348
B.361-P.519
Sta 405+59.89
170'
RA



Lⁿ 387+57.67 P.&C.
+43.7
I.P.
388+60
25
Lⁿ 388+71.23 P.I.
Lⁿ 388+67.82 P.I.
388+85
25
A
A
Berries
DEED + RW 410
Guy Pole
Lⁿ 389+77.67 P.C.S.
390
390
.1 RT.
391+80
25'
A
Deed RW 15389
B.362 P.641
Lⁿ 392+27.67 P.T.
24'-12" C.M.P. In Place
393+22.13
T.L. 18a
Nels O. & Eleanor Anderson
273-55
+60.4
RA
RA
PAL
394+00
25'
Deed RW 15390
B.362 P.538
Guy Pole
394+80
25'
A
395
395
S.0°15'E Deed
22'-12" Wood Pipe In Place
Berthold E. Borchers
65-268
PAL
396+70
25
Walnuts
S. 46°56'30"W. (S.46°54'W. 1930 SURVEY)
North Deed
T.L. 2
Ferdinand Jr. & Gur
144-70


388+
388+
25
391+
25
394+
25
Deed RW 15389
B. 362 P.641
RA
S. 46° 56' 30" W. (S. 46° 54' W. 1930 SURVEY)
390
395
400
Guy Pole
Walnuts
Guy Pole
390
+60.4
395
400
DEED • RW 410
Deed RW 15390
B.362 - P.538
19715
RA
City of Sherwood Water Main
F.H.
Berries
393+22.13
394+00
25'
396+70
25
22'-12" Wood Pipe In Place
Bertha E. Borchers
65 - 268
24'-12" C.M.P. In Place
L 389+77.67 P.C.S.
L 392+27.67 P.T.
L 391+06.1 LT.
PAL
PAL
Ho.
Ho.
B 1° CR.
Δ = 4°42'
T = 235.13
N. 0°38' E. Field
L 250' SPIRAL
S = 1°15'
a = 0.4
L 1° CR
TA = 4°42'
TB = 360.15


RVEY)
Deed RW 15260
B.360 P.234
RA
382+50
25
A
N.0°45'W. Field
Ln 385+09.43 BK.=
Ln 385+07.67 P.S. AH=
385
385
Ln 250' SPIRAL
S=1°15'
a=0.4
Ls 386+31.0 BK.=
Ls 386+36.1 P.C. AH.=
+00
47.5
Rock Cor.
+43.7
Ln 387+57.67 P.S.C.
I.P.
Berries
388+60
25
388+85
25
Ln 1°CR
Δ=4°42'
T=360.15
Ls 1°CR.
Δ=4°42'
T=235.13
DEED RW 410
Guy Pole
Ln 389+77.67 P.C.S.
390
390
N.0°38'E. Field
Ln 250' SPIRAL
S=1°15'
a=0.4
Ls 391+06.1 P.T.
391+80
25
Deed RW 15389
B.362 P.641
Ln 392+27.67 P.T.
24-12" C.M.P. In Place
393+22.13
Deed RW
B362-P
+60.4
RA
RA
PA
394+00
273-55


To Tigard
382+50
25
A
Deed RW 15260
B.360 P.234
RA
385
385
+00
67.5
Road Cor.
+43.7
1.P.
V
388+60
25
A
L 388+71.23 P.I.
L 388+67.82 P.I.
388+85
25
A
DEED + RW 410
390
390
Guy Pole
391+80
25
A
S.0°15'E Deed
Deed RW 15389
B.362 P.641
RA
T.L. 18a
Nels O. & Eleanor Ander
273-55
Deed RW
B.362 P.53
+60.4
RA

RECEIVED
JAN 11 1955
FOR FILING

[illegible]
4326

January 11, 1955

Rogers Construction, Inc.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4326, which was awarded to you by the State Highway Commission on December 10, 1954, covering the Tualatin River-Middleton Unit, Tigard-Newberg Section of the Pacific Highway West in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JAN 4 - 1955
FOR FILING

F-73(12)

4336

5553

Salem, Oregon
January 3, 1955

Mr. C. W. Enfield

Further reference is to Mr. McAdams' letter of December 9 asking that we run a survey on the Tualatin-Middleton Section of the Pacific Highway West to determine the number of businesses per mile.

I have discussed this verbally to some extent with Mr. McAdams, giving as my opinion the unwiseness of this procedure. We made such a survey in 1948, and the number of businesses as established per mile at that date should hold in perpetuity or at least until the statutes pertaining to a throughway might be modified.

As you know, we are simply improving the present highway to a four-lane facility. A considerable portion of it has a dividing median, but nevertheless it will have parallel lanes serving the same properties as the existing highway.

I am not adverse to making the survey other than to the extent that I am fearful we might be establishing a precedent. Under such conditions would you please review this matter again and advise whether you still consider a survey necessary.

W. C. Williams

WCW:me

FORM E30—80M—4-54—74806

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 28, 1954

SUBJECT: Tualatin-Middleton Section
Pacific Highway West

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

This is written in reply to Assignment 5553 which is attached to a letter from Enfield-McAdams, which is a request to have "a survey run to determine which portions of this section have ten or more businesses per mile abutting on the highway and catering to the motoring public".

This section was made a freeway in 1948 after a survey such as that requested by McAdams was made. The records are in the file of the Secretary and any necessary information may be taken from them.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:jv

Attachment

RECEIVED
DEC 28 1954
OFFICE OF
STATE HIGHWAY ENGINEER

ASSIGNMENT

Date: December 10, 1954 No.[illegible] By [illegible]

Description: Letter from O. E. McAdams, Jr., 12-9-54, asking for a survey of the Tualatin-Middleton Sect. of Pac. Hwy W, in connection with construction of a thruway, so that he may prepare a resolution, for same.

Acknowledged by____ Referred to H.G.Smith

- ☐ Investigate and report with recommendation
- ☒ Such action as necessary and report
- ☐ Comment or recommendation
- ☐ Return with rough draft of reply
- ☐ Prepare reply for signature of Mr.________
- ☐ Contact correspondent and report

PLEASE RETURN TO
W. C. WILLIAMS

Remarks:

Executed 12-29-54 Report Received__________

HIGHWAY DEPARTMENT
ENT CORRESPONDENCE

m, Oregon
9, 1954

UBJECT:

eer

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

to prepare a resolution adopting
-Middleton Section of the Pacific
that the same be constructed as

aw, those portions of the section
es per mile can not be declared
kind enough to have a survey run
of this section have ten or more
g on the highway and catering to
the motoring public, so that this resolution may be properly drafted.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By O. E. McAdams Jr.
O. E. McADAMS, JR.
Assistant Attorney

OEMcA:FRC

NOTED
H.G.SMITH

RECEIVED
1954

FORM E-30 25M 9-51 52319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Dec. 9, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

Dear Mr. Williams:

I have been requested to prepare a resolution adopting the survey of the Tualatin-Middleton Section of the Pacific Highway West and directing that the same be constructed as a throughway.

Under the throughway law, those portions of the section having ten or more businesses per mile can not be declared a throughway. Would you be kind enough to have a survey run to determine which portions of this section have ten or more businesses per mile abutting on the highway and catering to the motoring public, so that this resolution may be properly drafted.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By O. E. McAdams, Jr.
O. E. McADAMS, JR.
Assistant Attorney

NOTED
M. G. SMITH

OEMcA:FRC

RECEIVED
1954

FORM E-30 25M 8-51 52316

AGENDA

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

October 25, 1954
Salem, Oregon

SUBJECT:

To: Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Office

Dear Mr. Glaisyer:

Would you please place on the agenda for the October 28th and 29th Commission Meeting the matter of adoption of a resolution directing that portions of the Tualatin-Middleton Section of the Pacific Highway West be constructed under the provisions of the Throughway Law.

By a resolution adopted January 21, 1953 (Resolution No. 81) the Commission adopted the survey for the route and location of the Tualatin River-Middleton Section of the Pacific Highway West in Washington County. There was no specific direction in that resolution that the said section of highway be constructed under the Throughway Law. Under the general resolution of November 3, 1948, Pacific Highway West was designated as a throughway, and the Commission resolved that future construction thereon should be under the Throughway Law. On this specific section of the Pacific Highway West it is known that portions thereof have more than ten commercial establishments per mile, and therefore would be excepted from the Throughway Law.

It is our thought that the specific resolution designating the portions of this section of highway to be built as a throughway should be made the subject of this suggested resolution so that the authority to act would not depend upon the general resolution of 1948. Also it is desired that the particular portions which would be excepted by reason of more than ten commercial establishments per mile be specifically designated by the station limits.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By G E Rohde
G. E. ROHDE, Chief
Office Section

GER:jfw
cc: Mr. C. W. Enfield
Mr. Robert L. May, Jr.
Mr. R. L. Porter
Mr. E. O. McAdams, Jr.
County & City Relations Division

C.C.R.

RECEIVED
OCT 20 1954
FOR FILING

Const
R/W
Pac. Hwy. W.

Salem, Oregon
October 18, 1954

Mr. C. W. Enfield
Chief Counsel

The State plans and proposes to construct the Tualatin River-Middleton Unit of the Tigard-Newberg Section of the Pacific Highway West as a throughway. It is requested that an agreement be prepared to cover this project. The project begins at Highway Engineer's Survey Station 249+00 and extends in a southwesterly direction to its terminus at Highway Engineer's Survey Station 490+44.26. Exhibit "A" contains eleven sheets.

GENERAL

Recitals for throughway agreement.

THINGS TO BE DONE BY STATE

1. State shall construct and thereafter maintain, to the throughway right of way boundary line, connecting roads between the throughway and the following county roads:

a. Washington County Road No. 997 as shown colored in green on sheet no. 3 of said Exhibit "A."

b. Washington County Road No. 1063 as shown colored in green on sheet no. 3 of said Exhibit "A."

c. Washington County Road No. 1308 as shown colored in green on sheet no. 4 of said Exhibit "A."

d. Cipole Road (County Road No. 505) as shown colored in green on sheet no. 5 of said Exhibit "A."

e. Washington County Road No. 1308 as shown colored in green on sheet no. 5 of said Exhibit "A."

f. That certain public way shown colored in green on sheet no. 6 of said Exhibit "A."

g. Washington County Road No. 1070 as shown colored in green on sheet no. 8 of said Exhibit "A."

h. Washington County Road No. 1324 as shown colored in green on sheet no. 8 of said Exhibit "A."

i. Washington County Road No. 1021 as shown colored in green on sheet no. 8 of said Exhibit "A."

j. Washington County Road No. 1459 as shown colored in green on sheet no. 8 of said Exhibit "A."

k. Washington County Road No. 449 as shown colored in green on sheet no. 9 of said Exhibit "A."

l. Washington County Road No. 500 as shown colored in green on sheet no. 10 of said Exhibit "A."

m. Washington County Road No. A-163 as shown colored in green on sheet no. 10 of said Exhibit "A."

n. Washington County Road No. 101 as shown colored in green on sheet no. 10 of said Exhibit "A."

o. Washington County Road No. 1426 as shown colored in green on sheet no. 10 of said Exhibit "A."

2. State shall construct and thereafter maintain connecting roads between County Roads Nos. 1070 and 1021 and also between County Roads Nos. 1324 and 1459 as shown colored in orange on sheet no. 8 of said Exhibit "A."

3. State shall close the following County Roads at the following places and in the following manner:

a. County Road No. 997 at those places as shown by means of red lines on sheet no. 3 of said Exhibit "A."

b. County Road No. 1063 at those places as shown by means of red lines on sheet no. 3 of said Exhibit "A."

c. County Road No. 1308 at those places as shown by means of red lines on sheet no. 5 of said Exhibit "A."

d. County Road No. 1070 at those places as shown by means of red lines on sheet no. 8 of said Exhibit "A."

e. County Road No. 1324 at those places as shown by means of red lines on sheet no. 8 of said Exhibit "A."

f. County Road No. 1021 at those places as shown by means of red lines on sheet no. 8 of said Exhibit "A."

g. County Road No. 1459 at those places as shown by means of red lines on sheet no. 8 of said Exhibit "A."

h. County Road No. 500 at those places as shown by means of red lines on sheet no. 10 of said Exhibit "A."

i. County Road No. 1426 at those places as shown by means of red lines on sheet no. 10 of said Exhibit "A."

THINGS TO BE DONE BY COUNTY

1. County consents to the construction of connecting roads between the throughway and those county roads heretofore described in paragraph 1 under THINGS TO BE DONE BY STATE; consents to the provisions for the construction of connecting roads between those county roads heretofore described in paragraph 2 under THINGS TO BE DONE BY STATE; and, also, standard paragraphs on consent to closures and use of right of way.

Attached is a copy of Exhibit "A." Please prepare six copies of the agreement in addition to those required by the Legal Division. Additional copies of the exhibit will be attached by the County and City Relations Division.

W. C. Williams
Deputy State Highway Engineer

JDG:mm
Att.

cc: J. W. Cattrall

FORM E-30 5M 9-51 58316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 18, 1954

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

Attached is a suggested letter to the Legal Division requesting preparation of a throughway agreement covering road closures and county road connections on the Tualatin River-Middleton Unit of the Tigard-Newberg Section of the Pacific Highway West in Washington County.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham
John D. Graham
Office Engineer

JDG:mm
Att.

RECEIVED
DEC 28 1954
FOR FILING

F-73 (12)
4326

December 24, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on December 20, 1954 on Contract No. 4326, Tualatin River-Middleton Unit, Tigard-Newberg Section, in Washington County, in connection with Federal Aid Project No. F-73 (12).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:bb

RECEIVED
DEC 30 1954
FOR FILING

F--73 (12)

NOTED
J. Mc C.

December 10, 1954

Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on October 28, 1954, accepted your proposal for work on the Tualatin River-Middleton Unit, Tigard-Newberg Section of the Pacific Highway West in Washington County for the sum of $501,731.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4326.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

da

cc - Mr. R. G. Savage
Mr. H. G. Smith
Mr. S. H. Probert
Pacific Builder and Engineer, Inc.

RECEIVED
DEC 15 1954
FOR FILING

F 72([illegible])

4326

DOMESTIC SE[illegible]
Check the class of service desired; otherwise this message will be sent as a full rate telegram
FULL RATE TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

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WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHIP RADIOGRAM ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
December 10, 1954
2:20 p.m.

Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland, Oregon

Contract for Tualatin River-Middleton Unit, Tigard-Newberg Section of Pacific Highway West in Washington County for which you submitted low bid on October 28 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CC: CONFIRMATION
Accounting (5003-900)
Files
C. W. Head

RECEIVED
DEC 15 1954
FOR FILING

F-73(12)

4226

December 10, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading, paving and bridge construction work on the Tualatin River-Middleton Section of the Pacific Highway West in Washington County, Project F-73 (12), to Rogers Construction, Inc., of Portland, Oregon, on the basis of the bid of $501,931.50 submitted on October 28, 1954.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:ch

File

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

December 10, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-73(12), Tualatin River-Middleton Section of the Pacific Highway West, we hereby concur as of this date in award of contract to Rogers Construction, Inc., of Portland, Oregon, low bidder in the amount of $501,931.50 at the October 28, 1954 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
DEC 13 1954
OREGON
STATE HIGHWAY COMMISSION

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Const
Fed Aid
[illegible]

(F-73(12))

Salem, Oregon
November 4, 1954

Mr. John W. Cattrall
City & County Relations Dept.
Office

MISC. CONTRACTS and
AGREEMENTS No. 16[illegible]

Attached is a conformed copy of an agreement with Washington County covering the maintenance of service roads on the Tualatin River-Middleton Unit of the Tigard-Newberg Section of the Pacific Highway West.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Washington County.

Secretary

rn
Attach: 1

query to file

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NOV 4 1954
FOR FILING

Court
3rd O [illegible]
[illegible]

(F-73(12))

November 4, 1954

County Court of Washington County
Court House
Hillsboro, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Washington County a fully executed copy of an agreement between the State Highway Commission and Washington County covering the maintenance of service roads on the Tualatin River-Middleton Unit of the Tigard-Newberg Section of the Pacific Highway West.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
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Const
Fed Aid
[illegible]

(F-73[illegible])

October 29, 1954

Rogers Construction Company
11760 N. E. Glisan street
Portland, Oregon

Gentlemen:

The State Highway Commission on October 28, 1954 accepted your bid in the amount of $501,931.50 for grading and paving; also for construction of one concrete bridge on the Tualatin River-Middleton Unit, Tigard-Newberg Section of the Pacific Highway West in Washington County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

FORM K-123 50M REVISED 2-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

1859

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
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FOR FILING

✓ Const
✓ Fed. Aid
✓ Prog. & Proj.

October 25, 1954

F-73(10)

Mr. Ben R. Chandler, Chairman
Oregon State Highway Commission
P. O. Box 809
Coos Bay, Oregon

Mr. Charles H. Reynolds, Member
Oregon State Highway Commission
P. O. Box 898
La Grande, Oregon

Mr. M. K. McIver, Member
Oregon State Highway Commission
225 S. W. Broadway
Portland 5, Oregon

NOTED
State Highway Engineer

Gentlemen:

I am having placed on the agenda for the October 28th and 29th Commission Meeting the matter of adoption of a resolution directing that portions of the Tualatin River-Middleton Section of the Pacific Highway West be constructed under the provisions of the Throughway Law.

In connection with our preparation for condemnation of certain properties needed for right of way purposes on the widening and improvement of the aforementioned section of highway, as well as in the preparation of an agreement with Washington County for the relocation of the connections between certain county roads and the reconstructed highway, we encountered several questions as to whether or not the Throughway Law was applicable.

By a resolution adopted January 21, 1953 (Resolution No. 81) the Commission adopted the survey for the route and location of the Tualatin River-Middleton Section of the Pacific Highway West in Washington County. There was no specific direction in that resolution that the said section of highway be constructed under the Throughway Law. Under the general resolution of November 3, 1948, Pacific Highway West was designated as a throughway, and the Commission resolved that future construction thereon should be under the Throughway Law. On this specific section of the Pacific Highway West it is known that portions thereof have more than ten commercial establishments per mile, and therefore would be excepted from the Throughway Law.

It is my thought that a specific resolution should be adopted designating the portions of this section of highway to be built as a throughway, so that the authority to act would not depend entirely upon the general resolution of 1948. It is also my thought that the particular portions which should be excepted by reason of the existence of more than ten commercial establishments per mile be designated by the station limits.

Yours very truly,

C. W. ENFIELD
Chief Counsel

GER:jfw
cc: Mr. R. H. Baldock
Mr. H. B. Glaisyer

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FORM E-30 25M 8-51 82318

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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 26, 1954

SUBJECT: Agreement
Washington County

To: Mr. W. C. Williams
Deputy State Highway Engineer

Dear Mr. Williams:

In accordance with your request of October 18, 1954, we have prepared an agreement to be entered into with Washington County. Due to the fact that portions of the unit cannot be a throughway and the unit does not require the closing of any roads, it was decided not to prepare the agreement as a throughway agreement.

Two of the agreements have already been received by Mr. Graham of County and City Relations, and we are forwarding herewith eight more copies of this agreement. Only one of these copies has an exhibit attached to it. Will you, therefore, arrange to have exhibits attached to the other copies?

Very truly yours,

C. W. ENFIELD
Chief Counsel

By O. E. McAdams Jr.
O. E. McADAMS
Assistant Attorney

OEM:ab

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OREGON DISTRICT

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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

1954

ASSIGNMENT

Date: **October 27, 1954** No. 0415 By Locw

Description: **Letter of October 26 by Mr. McAdams enclosing eight copies of throughway agreement with Washington County on the Tigard-Newberg Section**

Acknowledged by____ Referred to **Cattrall** ✓

- __ Investigate and report with recommendation
- __ Such action as necessary and report
- __ Comment or recommendation
- __ Return with rough draft of reply
- __ Prepare reply for signature of Mr.________
- __ Contact correspondent and report

- -

Remarks: **To attach to copies you already have which are ready for signatures of the County officials.**

PLEASE RETURN TO
W. C. WILLIAMS

Executed 10-29-54 Report Received________

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STATE HIGHWAY COMMISSION

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OREGON DISTRICT

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Fed. Aid
Orig. Proj.
F-73(12)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

October 19, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your October 12, 1954 request for individual project program change, Item 172, Project F-73(12), Federal-aid Primary Highway Program, Supplement No. 17, was approved by Acting Division Engineer Andrews' memorandum of October 12, 1954. This letter will confirm for the record our previous verbal notification of this matter.

The project total cost will now read $741,700, Federal funds $445,000, State funds $296,700, mileage 4.53 and character of proposed work grade and drain, 4-lane high type pavement, 1 bridge.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

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OCT 20 1954
OREGON
STATE HIGHWAY COMMISSION

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F-73(12)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

October 13, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project F-73(12), Tualatin River-Middleton Section of the Pacific Highway, West. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
OCT 19 1954
STATE HIGHWAY COMMISSION

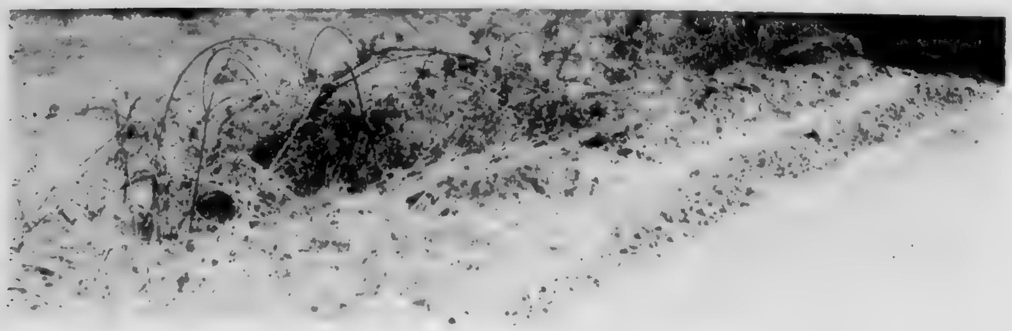
S-176(1) Yaquina River Bridge 1954

#4327

FAS [illegible] County Lincoln Contract No. ________

Section ________

Location [illegible]

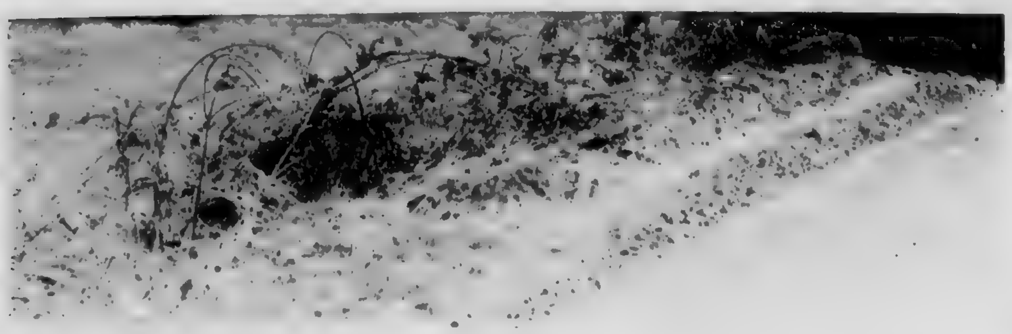


1-16-56

FAS 581 County Lincoln Contract No.

Section

Location [illegible]



Form A-128—10M—12-54

INVOICE

Oregon State Highway Department

Salem, Oregon

Contract 4327
S-176 (1)

Lincoln County
Newport, Oregon

Attn: County Court

Invoice No. 42989

Date January 6, 1956

Your Req. No.

Billing Request No. CO-204

Credit distribution: 521-1038-897

Final billing for county share of total cost of Yaquina River Bridge on FAS 584 covered by agreement dated December, 1954.

Original Advance Deposit	6,400.00	
Less: Amount previously transferred	5,000.00	
Balance Advance Deposit		1,400.00
County share of total cost as per attached Statement	5,503.82	
Less: Amount previously transferred	5,000.00	503.82
To be refunded		$ 896.18

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By GKW

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
J. W. CATTRALL

N
Harold C.

December 29, 1955

Lincoln County Court
Courthouse
Newport, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Final costs are now available for the Yaquina River Bridge on FAS 584 and it has been determined that the agreed county share of these costs is $5,503.82 as shown in the attached statement of costs. As the county initially deposited $6,400 a refund of $896.18 will be made within the next seven to ten days. This refund will be by means of a check from our accounting division.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

ITEMIZED STATEMENT OF FINAL COSTS

OREGON STATE HIGHWAY DEPARTMENT

Contract No. 4327 Date 12/28/55

County Lincoln

FAS 584 Section Yaquina River Bridge (Completed 6/25/55)

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Furnish treated timber piling	l.f.	$ 1.30	1,455.25	$ 1,891.83
2. Drive timber piles	each	60.00	38	2,280.00
3. Treated timber in place	MFBM	250.00	6.775	1,693.75
4. Class A concrete	c.y.	61.00	228.86	13,960.46
5. Metal reinforcement	lb.	0.115	55,829.	6,420.34
6. 8" metal drainpipe	l.f.	1.80	20.	36.00
PA #1 Omit posts and brackets	each	5.00	-14.	-70.00
PA #2 Cement adjustment favor of state	bbl.	5.20	- 3.63	-18.88
			Subtotal...	$26,193.50
			Construction Engineering...	2,254.13
			Total Construction Costs...	$28,447.63
			Federal Funds Collected for Project...	$17,440.00

AGREED COUNTY SHARE TOTAL COSTS:

50% of difference between total costs and Federal funds:
($28,447.63 - $17,440.00) X 1/2 = $ 5,503.82

County Advance Deposit =	$ 6,400.00
Less County Share Total Cost	5,503.82
REFUND DUE LINCOLN COUNTY =	$ 896.18

JFH:mm

RECEIVED
AUG 24 1955
FOR FILING

Files

S-176 (1)

(CONTRACT NO.) 4327

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 22, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4327	6-Final	Charles E. Wiedeman Assign: Dallas City Bank	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16630	R-130237	$ 2,150.54	8/22/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: May 31, 1955

Time Extensions: to June 30, 1955 without penalty

Completion Date: June 25, 1955

Date Accepted: Aug. 11, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: Aug. 23, 1955

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

NOTED ON CARD
JL

NOTED
Harold C. Ayers

August 19, 1955

Lincoln County Court
Court House
Newport, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise you that work on Contract No. ~~4237~~ 4327 with Charles E. Wiedeman for constructing the Yaquina River Bridge on the Elk City Road, FAS 584, in Lincoln County was completed on June 25, 1955.

Under the terms of the maintenance agreement signed by the Court on November 30, 1954, and by the Highway Commission on December 8, 1954, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

RECEIVED
JUL 28 1955
FOR FILING

S-176(1)
4327

July 27, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S.W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. $\overset{4327}{\underline{4237}}$ for constructing the Yaquina River Bridge on the Elk City Road in Lincoln County was completed by the contractor, Charles E. Wiedeman, on June 25, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $2,150.54 will be released to the contractor after acceptance by the Commission. The total contract amount is $26,193.50 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:

NOTED ON CARD

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JUN 7 1955
FOR FILING

5-176 (1)

4327

FORM [illegible] REVISED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 6, 1955

Mr. Charles E. Wiedemann
613 Jefferson St.
Dallas, Oregon

Dear Sir:

The State Highway Commission at its meeting held on May 25 had under discussion your request for an extension of time, from May 31 to June 30, 1955, within which to complete your contract No. 4327, for constructing the Yaquina River Bridge on the Elk City Road in Lincoln County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

O. R. Kennon,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
MAY 23 1955
FOR FILING

S-176 (1)
4327

B.

May 20, 1955

Oregon State Highway Commission

Request for extension of time
No. 9
May 25-26 meeting

Gentlemen:

Re: Yaquina River Bridge
Contract No. 4327

Charles E. Wiedeman, contractor on the Yaquina River Bridge on the Elk City Road in Lincoln County, has requested an extension of time from May 31, 1955, to June 30, 1955, in which to complete the contract.

The contractor was delayed in starting work on this project by the nonarrival of a falsework permit from the U. S. Corps of Engineers. At this date all work is complete with the exception of pouring the handrails, finishing concrete surfaces and removing forms and falsework.

As the traveling public will not be inconvenienced by this delay and the State will not incur additional engineering expense, it is recommended that the extension be granted without penalty. This is a Federal Aid Secondary-County project and does not require the approval of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMB:aa

cc Mr. Stephenson

RECEIVED
MAY 17 1955
FOR FILING

S-17614
4327

Files

May 16, 1955

General Casualty Company of America
Portland Service Office
Lincoln Building
209 S. W. 4th Avenue
Portland 4, Oregon

REFERRED TO Mr Lewis
query
BY SECRETARY
note on cards

NOTED
FLOYD QUERY

Attention: Mr. James F. Darby
Attorney-in-Fact

Gentlemen:

Received in today's mail was your letter of May 11 consenting to the assignment to the Dallas City Bank of Dallas, Oregon, of monthly estimates due Mr. Charles E. Wiedeman for the months of May, June, and July, 1955, in connection with State Highway Contract No. 4327 for construction of a bridge over the Yaquina River on the Elk City Road in Lincoln County.

Also received was the original and two copies of the assignment, all executed by Mr. Wiedeman. These papers appear to be in proper form, and we will be glad to honor the assignment, insofar as payments are due and payable on the regular estimate dates in May, June, and July. The Auditor is being instructed accordingly.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: Mr. Charles E. Wiedeman
P. O. Box 253
Dallas, Oregon

The Dallas City Bank
Dallas, Oregon

NOTED ON CARD
gl

C. H. Maison (2)

Mr. Maison:

I attach hereto two signed copies of the assignment referred to in the above communication and a photocopy of Mr. Darby's letter consenting to the assignment. I have retained the originals of both papers for the Highway Commission's records and files. HBG.

RECEIVED
MAY 17 1955
FOR FILING

76(1)
4327

Files

9

May 10, 1955

General Casualty Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Attention: Mr. James F. Darby
Surety Department

Gentlemen:

Received in today's mail was your letter of May 9, 1955 transmitting a letter assignment given by contractor Charles E. Wiedeman to The Dallas City Bank of monies due him on monthly estimates for the months of May, June and July in connection with Mr. Wiedeman's contract with the State Highway Commission for the construction of a bridge over the Yaquina River on the Elk City Road, Lincoln County, State Highway Contract 4327.

We will be glad to honor an assignment from Mr. Wiedeman to the bank if prepared on the Highway Commission's standard assignment form, but not in the form that he has submitted. Pending execution of such a form we will withhold payments for the months mentioned above. Incidentally the contract number is 4327 rather than 4127 as mentioned in Mr. Wiedeman's letter.

I enclose five copies of the Highway Commission's form of assignment. When executed by Mr. Wiedeman, kindly return the original and one copy of the same, bearing original signatures, to this office for further handling. Due to the fact that the contract number was misstated in Mr. Wiedeman's letter, I will appreciate another letter from the General Casualty Company of America consenting to the assignment.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Mr. Charles E. Wiedeman
P. O. Box 253
Dallas, Oregon

The Dallas City Bank
Dallas, Oregon

C. H. Maison (2)

noted
JF

H. K. DENT
CHAIRMAN OF THE BOARD
W. L. CAMPBELL
PRESIDENT

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
SAFECO® INSURANCE CO. OF AMERICA
HOME OFFICES—SEATTLE 5, WASHINGTON

PORTLAND SERVICE OFFICE
TEL: ATWATER 3123
LINCOLN BUILDING
PORTLAND 4, OREGON
209 S.W. 4TH AVENUE

May 9, 1955

Oregon State Highway Department
State of Oregon
Salem, Oregon

Gentlemen:

Re: Bond # 323974 - Charles Wiedeman

Enclosed is a letter from Charles Wiedeman requesting the certain funds due him be assigned to The Dallas City Bank. As Surety we have consented to this assignment.

The Dallas City Bank has requested that you acknowledge this assignment at the earliest possible date.

Very truly yours,

James F. Darby
Surety Dept.
James F. Darby

Enc. 1

RECEIVED
MAY 10 1955
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

613 JEFFERSON STREET
PHONE 2001

CRAWFORD DOORS
SALES AND SERVICE

CHARLES WIEDEMAN
CONTRACTOR AND BUILDER
P. O. BOX 253
DALLAS, OREGON

May 6, 1955

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen;

Will you please assign my payments for the months of May, June and July on the Yaquina River Bridge, State Contract number 4127 to The Dallas City Bank;

[illegible]7

Sincerely yours,
Charles E. Wiedeman
Charles E. Wiedeman

May 9, 1955

We, General Casualty Company of America, as surety consent to the above assignment.

GENERAL CASUALTY COMPANY OF AMERICA

BY: James F. Darby
James F. Darby
Attorney-in-fact

566

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Lincoln
Project No. S-176(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 18th day of Feb., 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 3rd day of September, 1954, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.028 miles of bridge construction
(Character of work)

between F.A. Route 22 and a county road junction at Elk City
(Control points)

consisting of 0.000 miles of roadway and one (Number) bridge~~s~~ totaling 0.028 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of eighteen thousand and 00/100 dollars ($18,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is thirty-one thousand, one hundred ninety-seven thousand and 10/100 dollars ($31,197.10).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITHNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

ORSGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest
SECRETARY

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

By
Chairman, State Highway Commission
(Title)

By Chas H Reynolds
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS
By
Division Engineer, Bureau of Public Roads

—32551

RECEIVED FEB 21 1955

files

RECEIVED
JAN 13 1955
FOR FILING

S-174(1)
4327

January 13, 1955

Mr. Charles E. Wiedeman
613 Jefferson St.
Dallas, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 4327, which was awarded to you on December 16, 1954 by the State Highway Commission, for construction of the Yaquina River Bridge on the Elk City Road in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

[illegible]

NOTED
J. W. CATTRALL

December 17, 1954

Lincoln County Court
Court House
Newport, Oregon

NOTED
Harold C. Ayers

Gentlemen:

This is to acknowledge receipt of an advance deposit of $6,400 in connection with the Yaquina River bridge project on FAS 584. Contract No. 4327 has been awarded to Chas. E. Weideman of Dallas and a copy of the contract is being forwarded under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
J. F. HAGEMANN

John W. Cattrall
Engineer, County and City Relations

JFH:mm

Form A-150 [illegible] 3-54

FAS 584

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
J. W. CATTRALL

NOTED
Harold C. A

RECEIVED
DEC 17 1954
ENGINEER
COUNTY & CITY RELATIONS

Lincoln County
Newport, Oregon
Attn: County Court

Invoice No.	37190
Date	December 17, 1954
Your Req. No.	
Billing Request No.	co-121
Credit distribution:	521-1030-297

Advance Deposit	6,400.00
Yaquina River Bridge, Lincoln County FAS project covered by agreement dated December, 1954. Partial transfer of county's share of total costs.	5,000.00
To be retained	$1,400.00

ACKNOWLEDGMENT OF [illegible] REQUEST

Cash Received with Request: $________________

By ____

Secretary

cdm

cc - R. G. [illegible]
H. G. Smith
G. E. [illegible]
S. H. [illegible]
Pacific Builder & Engineer, Inc.

RECEIVED
DEC 30 1954
FOR FILING

S-1[illegible](1)
4-[illegible]-1

NOTED
J. Mc C.

December 16, 1954

Mr. [illegible] Wiedeman
417 Jefferson Street
[illegible], [illegible]

Dear Mr. Wiedeman:

The State Highway Commission on December 7th accepted your proposal for construction of a reinforced concrete bridge on the Elk City Road over Yaquina River in Lincoln County for the sum of $[illegible],3[illegible] and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. [illegible].

Contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

[illegible]

Secretary

[illegible]

cc - R. [illegible]. [illegible]
[illegible]. G. Smith
G. [illegible]. [illegible]
S. [illegible]. [illegible]
Pacific Builder & Engineer, Inc.

TOM F. SKELTON, Judge
L. T. GRANT, Commissioner
RAY COX, Commissioner
WALLIE HAMMOND, Treasurer
ROBERT E. COLLINS, Clerk
W. T. HOLLEN, Dist. Attorney

H. KUHLENBECK, Sheriff
JOHN L. GRAHAM, Assessor
F. O. PARKER, Coroner
JOE LONGFELLOW, School Supt.
D. B. AMBLER, Surveyor
NANCY WETMORE, Health N

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
December 16, 1954
11:15 a.m.

Mr. Chas. E. Wiedeman
613 Jefferson Street
Dallas, Oregon

Contract for Yaquina River Bridge in Lincoln County for which you submitted low bid on December 7 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc - CONFIRMATION
Accounting (5003-900)
Files
C. W. Mead

NOTED
J. F. HAGEMANN

RECEIVED
DEC 17 1954
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
DEC 17 1954
OREGON
STATE HIGHWAY COMMISSION

TOM F. SKELTON, Judge
L. T. GRANT, Commissioner
RAY COX, Commissioner
WALLIE HAMMOND, Treasurer
ROBERT E. COLLINS, Clerk
W. T. HOLLEN, Dist. Attorney

W. H. KUHLENBECK, Sheriff
JOHN L. GRAHAM, Assessor
F. O. PARKER, Coroner
JOE LONGFELLOW, School Supt.
D. B. AMBLER, Surveyor
NANCY WETMORE, Health Nurse

COUNTY OF LINCOLN
~~TOLEDO,~~ Newport, OREGON

December 16, 1954

NOTED
Harold C. Ayers

Oregon State Highway Department
Salem, Oregon

Attention: Mr. John Cattrall

Gentlemen:

This letter is to inform you of the recording data on the McClafflins deed to Lincoln County for a right-of-way for the Yaquina River Bridge on Elk City Road, FAS 584 in Lincoln County. It is recorded in Deed Book 168, Page 26 and the file number is B 21953.

Very truly yours,

Lincoln County Judge's Office

By Wilma Woodruska Sec.

NOTED
J. F. HAGEMANN

RECEIVED
DEC 17 1954
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
DEC 17 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 17 1954
FOR FILING

S-126(1)

4327

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 16, 1954

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

We have received this date an advance deposit from Lincoln County of $6,400 in connection with the Yaquina River Bridge county FAS project on FAS 584 in Lincoln County. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: Mr. G. S. Paxson
Mr. S. H. Probert

RECEIVED
DEC 16 1954
STATE HIGHWAY ENGINEER

FAS 584
Lincoln Co

NOTED
J. W. CATTRELL

December 14, 1954

NOTED
Harold C. Ayers

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
Oregon State Highway Department Building
Salem, Oregon

NOTED
J. W. CATTRELL

NOTED
J. F. HAGEMANN

Dear Sir:

Attached are three copies each of a maintenance agreement and encroachment resolution covering Oregon Project No. S-176(1), Yaquina River Bridge on Elk City Road, FAS 584, in Lincoln County.

We have on file copies of an agreement covering Lincoln County's participation in the estimated total cost of the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm
Att.

FAS 584

December 14, 1954

NOTED
J. W. CATTRALL

Honorable Tom F. Skelton
Lincoln County Judge
Court House
Newport, Oregon

NOTED
Harold C. A. [illegible]

NOTED
J. F. HAGEMANN

Dear Judge:

This is to acknowledge receipt of two right of way deeds for the Yaquina River Bridge on Elk City Road, FAS 584, in Lincoln County.

Regarding the McClafflins deed, after it has been recorded either the recording data or a photostatic copy of the deed will be sufficient for our records.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

Salem, Oregon
December 14, 1954

Mr. Earl Saling
Office Manager
R/W Division

Attached are two photostatic copies of deeds in connection with the Yaquina River Bridge on Elk City Road, FAS 584, in Lincoln County.

Please note that the McClaffins deed has not been recorded as yet. This will be done after the next meeting of the County Court at which time the Court will give us either the recording data or another photostatic copy of the deed.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham
Office Engineer

JDG:mm
Att.

TOM F. SKELTON, JUDGE
L. T. GRANT, COMMISSIONER
RAY COX, COMMISSIONER
WALLIE HAMMOND, TREASURER
ROBERT E. COLLINS, CLERK
L. G. ENGLISH, DIST. ATTORNEY

TIMOTHY P. WELP, SHERIFF
W. H. OSBURN, ASSESSOR
F. O. PARKER, CORONER
JOE LONGFELLOW, SCHOOL SUPT.
D. B. AMBLER, SURVEYOR
NANCY WETMORE, HEALTH NURSE

COUNTY OF LINCOLN
~~TOLEDO~~, OREGON
Newport,

December 13, 1954

Harold [illegible]

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. John Cattrall ✓

Gentlemen:

I am forewarding to you under separate cover, copies of right-of-way deeds for the relocation of the Morrison Bridge across the Yaquinia River between Elk City and Highway #20, being Lincoln County Bridge #539B2.

You will note that one deed from McClafflins has not been recorded. This we will have done after the next meeting of the County Court. If you desire another copy of this deed after its recording, we will be pleased to furnish you with another photostatic copy.

Very truly yours,

Tom F. Skelton
Tom F. Skelton,
County Judge

TFS:ww

RECEIVED
DEC 14 1954
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
DEC 14 1954
[illegible] COMMISSION

File

RECEIVED
DEC 14 1954
FOR FILING

County
Fed Aid
Bridge File

(S-1767)

Salem, Oregon
December 13, 1954

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Lincoln County covering the Yaquina River bridge on Elk City Road, FAS 584.

The original of each of the above agreements has been retained in this office for the Commission's files, and one fully executed copy of each has been sent to the County Court of Lincoln County.

Secretary

rn
Attach: 5

FORM E-90 25M 9-51 52315

AGENDA
DEC 7 1954
A

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 8, 1954

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of an executed finance agreement covering the Yaquina River bridge on the Elk City Road, FAS 584, in Lincoln County. Both copies require your signature of approval.

Also attached are six copies of an executed maintenance agreement. After signature by the Highway Commission, please return four either certified true or fully executed copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on August 9, 1954.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 9-9-54 Minute Page 42

1 Extra copy Finance A " approved
4 " copies Maintenance A " "

2 copies Finance "A" to be signed
2 " Maintenance "A" " " "

A

FAS 584

NOTED
Harold C. Ayers

December 9, 1954

Lincoln County Court
Court House
Newport, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On December 7th the Highway Commission received a satisfactory bid from Chas. E. Wiedeman of Dallas for construction of the Yaquina River Bridge on FAS 584. As per the agreement between the County and State, the following advance deposit by Lincoln County is required prior to award of a contract:

Bid Items	$28,361.00
12-1/2% Engineering & Contingencies	3,545.13
Estimated Total Cost....	$31,906.13
Advance Deposit (20% of Est. Cost)....	$ 6,400.00

Please make this deposit by means of a warrant or check in the amount of $6,400 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit the contract will be awarded.

Based on the above estimated total cost Lincoln County has an available balance of $8,000 from fiscal year 1955 funds which, when added to fiscal year 1956 funds ($73,000), makes a total available for immediate programming of $81,000 (includes State, County, and Federal funds). It would be appreciated if you would advise this office as soon as possible as to the project or projects you wish to construct with the above funds.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mn

RECEIVED
DEC 13 1954
FOR FILING
Const
Fed Aid
Progr Pix
(S-176(1))

December 13, 1954

County Court of Lincoln County
Court House
Newport, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Lincoln County one fully executed copy each of a Maintenance and Finance Agreement between the State Highway Commission and Lincoln County covering the Yaquina River Bridge on Elk City Road, FAS 584.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
DEC 9 - 1954
FOR FILING

Const
Fed Aid
Proj File
(5-176/1)

December 9, 1954

Mr. Charles E. Wiedeman
613 Jefferson Street
Dallas, Oregon

Dear Sir:

The State Highway Commission on December 7, 1954 accepted your bid in the amount of $68,561 for construction of Yaquina River Bridge on the Elk City Road in Lincoln County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

NOTED
[illegible]

December 6, 1954

Honorable Tom F. Skelton
Lincoln County Judge
Newport, Oregon

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Dear Judge Skelton:

This is to acknowledge receipt of two copies of a finance agreement, six copies of a maintenance agreement, five copies of an encroachment resolution, and a letter stating that the right of way has been acquired in connection with the Yaquina River bridge project on FAS 584.

Thank you for your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
J. F. HAGEMANN

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

TOM F. SKELTON, Judge
L. T. GRANT, Commissioner
RAY COX, Commissioner
WALLIE HAMMOND, Treasurer
ROBERT E. COLLINS, Clerk
W. T. HOLLEN, Dist. Attorney

W. H. KUHLENBECK, Sheriff
JOHN L. GRAHAM, Assessor
F. O. PARKER, Coroner
JOE LONGFELLOW, School Supt.
D. B. AMBLER, Surveyor
NANCY WETMORE, Health Nurse

COUNTY OF LINCOLN
~~TOLEDO~~, OREGON
Newport,

RECEIVED
DEC 1954

December 3, 1954

John W. Cattrall
Engineer, County & City Relations
State Highway Commission
Salem, Oregon

Dear Mr. Cattrall:

This is to inform you that Lincoln County has acquired the necessary right-of-way for the realignment of the highway at the site of the Yaquina River Bridge on FAS Project, No. 564. We will foreward you photostatic copies as soon as we can get them made. I would say about the 10th of December.

Very truly yours,
Tom F. Skelton
Tom F. Skelton,
County Judge

TFS:ww

J. W. CATTRALL

RECEIVED
DEC 1954
ENGINEER
COUNTY & CITY RELATIONS

NOTED
V. R [illegible]

NOTED
J. W. CATTRALL

November 23, 1954

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Honorable Tom F. Skelton
Lincoln County Judge
Newport, Oregon

Dear Judge Skelton:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Yaquina River Bridge on FAS 584 upon which bids will be received December 7th.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. You will be notified immediately after bids have been received of the amount of the advance deposit required.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications are for your information and records. The specifications provide that the project shall be completed not later than May 31, 1955.

If satisfactory, please have the Court sign, the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. Please mail the signed documents so as to arrive in this office not later than December 2nd.

The signed documents should also be accompanied by a photostatic copy of the deed or deeds for right of way required in connection with this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

Encl.

P.

RECEIVED
AUG 27 1954
FOR FILING

Bridges
Genl

August 26, 1954

County Court of Lincoln County
Newport, Oregon

Gentlemen:

Receipt is acknowledged of your letter of August 24 and accompanying map indicating that Lincoln County will construct the approach to the proposed Yaquina River Bridge on the Elk City Road to reduce the curvature from a 75° curve to a 54° curve.

This letter is to advise that this alignment will be satisfactory, and we will proceed with the design of the bridge on such basis.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. G. S. Paxson (with tracing)
Mr. J. W. Cattrall

WCW:me fp

TOM F. SKELTON, Judge
L. T. GRANT, Commissioner
RAY COX, Commissioner
WALLIE HAMMOND, Treasurer
ROBERT E. COLLINS, Clerk
W. T. HOLLEN, Dist. Attorney

W. H. KUHLENBECK, Sheriff
JOHN L. GRAHAM, Assessor
F. O. PARKER, Coroner
JOE LONGFELLOW, School Supt.
D. B. AMBLER, Surveyor
NANCY WETMORE, Health Nurse

COUNTY OF LINCOLN
Newport, ~~TOLEDO~~, OREGON

August 24, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

W. C. [illegible]

Attention Mr. W. C. Williams,
Deputy State Highway Engineer.

Dear Sir:

We are mailing today under separate cover a map of our proposed relocation of the right-of-way for the Southerly approach of the new concrete bridge to replace your bridge No. #12124, our number #539-B-2.

Lincoln County agrees to move the present road southerly as shown on the map and reduce the approach curve from 75% to 54%.

This work will be done immediately upon completion of the new bridge.

Respectively yours,

LINCOLN COUNTY COURT

By Tom F. Skelton
County Judge

L. T. Grant.
County Commissioner

Ray Cox
County Commissioner

RECEIVED
AUG 25 1954
OFFICE OF
STATE HIGHWAY ENGINEER

8-2-54

LINCOLN COUNTY
PROPOSED PROJECTS

FAS 152 - N. Fork Yachats River Bridge, $20,000.
This bridge is located approximately 7-1/4 miles east of the City of Yachats.

The proposed project is to replace the existing 83' timber truss which has a 16' roadway with a new 24' roadway bridge. The FAS project will be for the structure only with the county to construct road approaches as required.

FAS 584 - Yaquina River Bridge, $30,000.
This bridge is located approximately 2-3/4 miles north of Elk City.

The proposed project is to replace the existing 154' timber truss which has a 10' 3" roadway with a new 24' roadway bridge. The FAS project will be for the structure only with the county to construct road approaches as required.

Approved [illegible] 1954
17th Aug

8/2/54

TOM F. SKELTON, Judge
L. T. GRANT, Commissioner
RAY COX, Commissioner
WALLIE HAMMOND, Treasurer
ROBERT E. COLLINS, Clerk
W. T. HOLLEN, Dist. Attorney

W. H. KUHLENBECK, Sheriff
JOHN L. GRAHAM, Assessor
F. O. PARKER, Coroner
JOE LONGFELLOW, School Supt.
D. B. AMBLER, Surveyor
NANCY WETMORE, Health Nurse

COUNTY OF LINCOLN
Newport, ~~TOLEDO~~, OREGON

July 14, 1954

NOTED
Harold C. Ayers

RECEIVED
JUL 1[illegible] 1954
COU[illegible] EN[illegible] RELATIONS

NOTED
V. R [illegible]ONES

R. H. Baldock
State Highway Engineer
Attention John F. Hagemann,
Asst. Engr., County & City Relations

Dear Mr. Hagemann:

In reply to your letter of July 12, 1954, will say that Lincoln County expects to apply the Federal Aid Funds for this year on bridge construction in the Elk City and Yachats area. I believe that the engineering data concerning these bridges has been submitted to the Bridge Department, requesting pland and specifications be provided Lincoln County on these projects.

As soon as these plans are completed and estimates had, thereon, we will be ready to program these two jobs and such other work that funds might be available for.

Very truly yours,
Tom F. Skelton
Tom F. Skelton,
Lincoln County Judge

TFS:vm

NOTE[illegible]
J. F. HAGEMANN

NOTED
V. R. JONES

April 6, 1954

Lincoln County Court
Court House
Newport, Oregon

NOTED
Harold C. Ayers

S. T. #81

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise that the Bureau of Public Roads has approved the addition of the Elk City and Yaquina Bay Roads to the FAS System. These roads have been assigned FAS Route Nos. 584 and 585 respectively. Please correct your maps showing the FAS System in Lincoln County accordingly.

If the Court has determined the particular bridge or bridges to be proposed for construction with FAS funds, please advise this office of the selection so that we may take the necessary steps required for programming with the B.P.R.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

Fas 584

S-68(6) Locust Grove-Mud Hollow Canyon 1954
Sec., Fulton Canyon-Wasco Co. Rd.
#4328

RECEIVED
OCT 1 1955
FOR FILING

R. H. Baldock

September 26th, 1955

FINAL COST ANALYSIS

Locust Grove-Mud Hollow Canyon Section
~~Contract #4328~~

Grading & Oil Mat Surfacing
C & W Crushing Co., Contractor
A. V. Benedict, Resident Engineer

Fulton Canyon-Wasco Road
Prefix 528-1019

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Clearing & Grubbing	100%	All	$500.00	$	$ 231.89	$ 500.00
*Drainage Excav., Unclass.	35.7	Cu. Yd.	4.00	2.52	89.92	142.80
*General " "	11,471.4	" "	0.28	0.24	2,737.75	3,211.99
*Short Overhaul	4,408	Yd. Sta.	0.02	0.017	75.25	88.16
*Long Overhaul	12.3	C-Yd. Sta.	0.50	0.41	5.07	6.15
*Finish R/B & Slopes	1.43	Mile	150.00	116.90	167.17	214.50
*12" Corr. Metal Pipe	96	Lin. Ft.	3.32	2.45	235.66	318.72
*24" " " "	50	" "	6.50	4.99	249.59	325.00
*60" " " "	76	" "	26.00	22.18	1,685.90	1,976.00
*Special Installation in Box Culverts	45	" "	5.00	1.22	54.78	225.00
1½"-0" Rock in Base	4,548	Cu. Yd.	2.45	3.11	14,134.02	11,142.60
3/4"-0" Rock in Base	1,560	" "	2.45	3.11	4,848.13	3,822.00
*Sprinkling	90	M-Gal.	3.00	2.27	204.30	270.00
**Furnish & Place Aggregate	822	Cu. Yd.	4.00	3.38	2,779.01	3,288.00
*Furnish & Place 150-200 Asphalt	70.16	Ton	55.00	36.74	2,577.43	3,858.80
*Furnish & Place RS-1 Asphalt	20.45	"	55.00	38.85	794.48	1,124.75
PA #1, Pit Run Rock in Place	211	Cu. Yd.	0.50	0.29	61.54	105.50
*PA #2, Purchase Excess Corr. Metal Pipe	100%	All	199.14		199.14	199.14
					$31,131.03	$30,819.11

* Work done by Babler Bros.
** Work done by both C & W and Babler Bros.

	Gross Revenue	Total Cost	Profit	Loss	% Profit or Loss	Net Loss
C & W Crushing Co.	$16,714.10	$19,605.92		$2,891.82	17.30%	
Babler Bros.	14,105.01	11,525.11	$2,579.90		18.29%	
	$30,819.11	$31,131.03		$311.92		$311.92

Net Loss Equals 1.01% of Gross Revenue

C & W Crushing
Detail of Cost

Labor:		
Labor	$5,524.13	
Labor	798.23	$ 6,322.36
Equipment Rental & Misc. Supplies:		
Equipment Rental, Owned	$3,600.00	
" " , Hired	5,896.27	
Gas, Oil & Grease	1,288.47	
P.L. & P.D. Insurance	69.05	
Freight	28.25	
Bond	231.14	
Explosives & Drill Steel	1,932.66	
Small Tools & Misc. Supplies	72.00	
Home Office & General Overhead	165.72	13,283.56
Total Cost.		$19,605.92

Babler Bros.
Detail of Cost

Labor:					
Labor				$1,953.17	
Insurance				123.06	
Health & Welfare				57.95	$ 2,134.18
Materials:					
12" Corr. Metal Pipe	144	Lin. Ft.	at $1.99	$ 286.56	
12" " " Bands	10	Each	" 1.99	19.90	
18" " " Pipe	32	Lin. Ft.	" 2.79	89.28	
18" " " Bands	1	Each	" 2.79	2.79	
24" " " Pipe	50	Lin. Ft.	" 4.33	216.50	
24" " " Bands	2	Each	" 4.33	8.66	
60" " " Pipe	76	Lin. Ft.	" 18.93	1,438.68	
60" " " Bands	3	Each	" 37.86	113.58	
150-200 Asphalt	70.16	Ton	" 27.70	1,943.43	
RS-1 Asphalt	20.45	"	" 30.40	621.68	
Aggregate	822	Cu. Yd.	" 2.00	1,644.00	6,385.06
Equipment Rental & Misc. Supplies:					
Equipment Rental, Owned				$2,103.60	
" " , Hired				68.50	
Gas, Oil & Grease				417.15	
Freight & Cartage				69.56	
Small Tools & Misc. Supplies				26.06	
Home Office & General Overhead				317.00	2,996.31
Total Cost.					$11,525.11

Breakdown of Crushing Cost

	Quantity	Unit	Total Cost	Unit Cost
Move In & Set Up	6,930	Cu. Yd.	$ 2,384.47	$0.344
Drill & Shoot Quarry	"	" "	4,426.45	0.638
Load & Haul to Crusher	"	" "	3,187.17	0.460
Crushing	"	" "	7,803.08	1.126
			$17,801.17	$2.568

Remarks:

This was a "Federal Aid Secondary Project" calling for grading and oil mat surfacing of 1.43 miles of highway roadbed on the Locust Grove-Mud Hollow Canyon Section of the Fulton Canyon-Wasco Road in Sherman County.

This project was bid December 7th, 1954 and awarded December 17th, 1954. Work was started December 17th, 1954 and was completed May 6th, 1955.

The clearing, grading and oil mat surfacing was subcontracted to Babler Bros. The subcontractors moved in their equipment and started clearing and grading. The clearing which consisted of grass in ditch lines and some sagebrush on the line change was removed as work progressed. The grading excavation consisted of dirt and was moved very rapidly with one D-8 and scraper and one #12 blade.

The prime contractor moved in his crushing and screening plant December 17th, 1954 and set up in the quarry specified by the State located approximately 0.1 mile north of the highway at Station 398+65. The setting up of the plant and drilling of the quarry was very slow, the contractor having to rebuild his conveyor lines at each move out of timbers as the vibration soon has the timbers beyond repair. The setting up and drilling and shooting of the quarry took one month. They started to crush January 17th, 1955. From this quarry approximately 6,930 cu. yds. were obtained. The contractor hired all of the equipment that was used on this job except the crushing plant as he had no trucks or other equipment for placing the 1½" and 3/4"-0" material on the road.

With the high cost of setup, drilling, shooting and rented equipment the prime contractor suffered a loss.

The grading and rock surfacing was completed February 5th, but due to cold weather the oiling was delayed until May 3rd and 4th, and all work was completed May 6th, 1955.

The subcontractor, having good equipment and supervision, moving in and finishing his grading very rapidly, realized a good profit, while the prime contractor suffered a loss due to slow operations.

Oscar Cutler
Chief Cost Analyst

By . . C. E. Layton

Remarks:

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This project was bid December 7th, 1954 and awarded December 17th, 1954. Work was started December 17th, 1954 and was completed May 6th, 1955.

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With the high cost of setup, drilling, shooting and rented equipment the prime contractor suffered a loss.

The grading and rock surfacing was completed February 5th, but due to cold weather the oiling was delayed until May 3rd and 4th, and all work was completed May 6th, 1955.

The subcontractor, having good equipment and supervision, moving in and finishing his grading very rapidly, realized a good profit, while the prime contractor suffered a loss due to slow operations.

Oscar Cutler
Chief Cost Analyst

By . . C. E. Layton

RECEIVED
JUL 7 - 1955
FOR FILING

68 (6)
4328

July 6, 1955

Maryland Casualty Company
Baltimore 3, Maryland

Attention: Mr. George B. Watson
Attorney

Gentlemen:

We have received a letter from Mrs. Oral Gosson, City Recorder for the City of Wasco, concerning the City's claim against C & W Crushing Company on the Locust Grove-Mud Hollow Canyon Section of the Fulton Canyon-Wasco Road in Sherman County, our contract No. 4328. She writes as follows:

> "This is to inform you that City of Wasco received check in full in the amount of $82.50 from the C & W Crushing Company for water used by them on the Wasco-Locust Grove road building program early last spring."

This information is provided as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Mr. J. P. Stapleton, Manager
Claim Division
Maryland Casualty Company
Equitable Building
Portland, Oregon

C & W Crushing Company
Hamlet Route
Seaside, Oregon

Martin Knutsen & Son
189 - 12th Street
Astoria, Oregon

NOTED ON CARD

MARYLAND CASUALTY COMPANY
WILLIAM T. HARPER, CHAIRMAN OF THE BOARD AND PRESIDENT
BALTIMORE 3

CLAIM DIVISION
H. ELLSWORTH MILLER
VICE-PRESIDENT

H. G. LEWIS, JR.
MANAGER, CLAIM DIVISION

SURETY DEPARTMENT
GEO. W. DEXTER, MANAGER

PLEASE ADDRESS
REPLY TO WRITER
QUOTING OUR CAPTION

June 29, 1955

VIA: AIR MAIL

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

Re: Our Bond #90-293439
Oregon State Highway
Department
C & W Crushing Company

Thank you for your letter of June 17th.

It is our impression the principal has now resolved whatever problem appeared in connection with its dealings with the City of Wasco. We are asking Mr. J. P. Stapleton, Manager of our Portland Claim Division, to verify that and to then advise you our position relative to the retention of $127.50. We are confident Mr. Stapleton will phone and/or write you in a matter of days.

Very truly yours,

Geo. B. Watson
George B. Watson
Attorney

GBW:km

cc-Portland Claim Division

RECEIVED
JUL 1 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 7 - 1955
FOR FILING

S-68 (6)
4328

File

July 6, 1955

City of Wasco
Wasco, Oregon

Attention: Mrs. Oral Gosson
City Recorder

Gentlemen:

Thank you for your letter of June 27 in which you state that the City of Wasco has been paid in full for water used by the C & W Crushing Company on the Locust Grove-Mud Hollow Canyon Section, our Contract No. 4328.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

City of Wasco
Wasco, Oregon

June 27, 1955.

Oregon State Highway Dept.
Salem, Oregon.

Attention H. B. Glaisyer

Gentlemen:

This is to inform you that City of Wasco received check in full in the amount of $82.50 from the C. & W. Crushing company for water used by them on the Wasco-Locust Grove road building program early last spring.

Yours very truly
(Mrs) Oral Gosson
City Recorder

NOTED ON CARD
gl

REFERRED TO
[illegible]
BY SECRETARY

[illegible] [illegible]
[illegible] a card

RECEIVED
JUN 29 1955
OREGON
STATE HIGHWAY COMMISSION

7/1/55

RECEIVED
JUL 7 - 1955
FOR FILING

S-68(6)
4328

REFERRED TO Query - Mrs Lewis
BY SECRETARY

note on card
OK to release final

NOTED
FLOYD QUERY

June 29, 1955

Mr. J. P. Stapleton, Manager
Portland Claim Division
Maryland Casualty Company
404 Equitable Building
Portland 4, Oregon

Dear Mr. Stapleton:

Reference is made to your letter of June 24, 1955 concerning final payment to C & W Crushing Company for work performed under State Highway Contract No. 4328, for grading and surfacing the Locust Grove-Mud Hollow Section of the Fulton Canyon-Wasco Road Canyon in Sherman County.

I received in today's mail a letter from the City of Wasco advising that its claim has been paid in full. This satisfies all of the claims against this job, so I am today authorizing our accounting division to immediately release to C & W Crushing Company the final payment for this work.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: C. H. Maison

Maryland Casualty Company
Baltimore 3, Maryland

NOTED ON CARD

3 ℓ

MARYLAND CASUALTY COMPANY
WILLIAM T. HARPER, CHAIRMAN OF THE BOARD AND PRESIDENT

PORTLAND CLAIM DIVISION
J. P. STAPLETON, MANAGER
404 EQUITABLE BUILDING PORTLAND 4, OREGON

June 24, 1955

Mr. H. B. Glaisyer, Secretary
State Highway Department
Salem, Oregon

Re: C & W Crushing Company

Gentlemen:

Your letter to our Home Office in Baltimore dated June 17th has been referred to me.

I have checked with the City of Wasco and find that Mr. Wilson's water bill with the City of Wasco has now been paid in full and the City of Wasco has agreed to write to the State Highway Commission advising the Commission of that fact.

In view of this fact it appears to be in order to release the full amount of Mr. Wilson's contract balance.

Very truly yours,

JP Stapleton
J. P. Stapleton,
Manager

JPS:ja

ANSWERED
H B GLAISYER

NOTED ON CARD
H

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 22, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4328	4-Final	C & W Crushing Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
12095	R-125165	$ 924.57	6/22/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: None

Completion Date: May 6, 1955

Date Accepted: May 25, 1955

Penalties: None of record

Claims: None outstanding of record (claim has been satisfied)

Remarks:

Date: 6-29-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:
Ruth Rawlings

D ON CARD

RECEIVED
JUN 20 1955
FOR FILING

S-68 (4)
4328

June 20, 1955

City of Wasco
Wasco
Oregon

Gentlemen:

We have a carbon copy of a letter written by the C & W Crushing Company in which they state that a check was sent to the City of Wasco in the sum of $82.50 for water used on State Highway contract #4328.

Our records show that the C & W Crushing Company, the principal contractor used 55,000 gallons of water and Babler Bros., 4617 SE Milwaukie Avenue, Portland, who acted as subcontractors on this job, used 35,000 gallons.

If you do not receive payment within a reasonable time, please let us know.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

C & W Crushing Company

June 9, 1955

City Of Wasco
Wasco, Oregon

Dear Sirs:

Enclosed is a check for $82.50 for water used on State Highway Contract #4328.

According to the tickets received and the estimates for work done by us, we used 55,000 gallons of water, this amount @.15 per hundred would be $82.50. Our part of this contract was completed Around February 15, 1955.

Very truly yours,

C & W Crushing Co.

Jed Wilson

✓Copies to:
Oregon State Highway Dept.
Salem, Oregon

Martin Knutsen & Son
189 - 12th St.
Astoria, Ore.

City claimed $127.50
(85,000 @ 15¢ per C)

final est. 90,000 gals. @ $3 = $270.00 pd to contr
est shows C&W used 55,000
Baker 35,000

RECEIVED
JUN 10 1955
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO [illegible]
BY SECRETARY

[illegible]

RECEIVED
JUN 21 1955
FOR FILING

5-68(6)
4325

June 17, 1955

REFERRED TO Query — Mrs Lewis
BY SECRETARY

noted on card -

NOTED
FLOYD QUERY

AIR MAIL

Maryland Casualty Company
Baltimore 3, Maryland

Attention: Mr. George B. Watson
Attorney

Gentlemen:

Reference is made to your letter of June 8, 1955 regarding State Highway Contract 4328, awarded to C & W Crushing Company, for grading and surfacing Locust Grove-Mud Hollow Canyon Section of the Fulton Canyon-Wasco Secondary Highway, Sherman County, Oregon. This letter pertained to the payment of the final estimate in connection with this job and to the unpaid account of the City of Wasco in the amount of $127.50.

In the second paragraph of your letter you state your assumption that a sufficient amount of the final payment will be retained by the State Highway Commission until the claim of the City of Wasco has been disposed of in one way or another. The present practice of the Oregon State Highway Commission is not to retain amounts to satisfy claims arising out of a contract, particularly those that are in such small amounts, unless we are specifically requested by the surety on the bond furnished by the contractor. I am informed that final payment in connection with this job, which is in the amount of $924.57, will be released to the contractor on or after June 24, 1955 under regular procedure.

In view of your letter and your assumption that we are retaining the sum of $127.50, we will not make this final payment until we receive from you a written statement to the effect that it is satisfactory to release it. It will, therefore, be appreciated if you will advise me immediately by air mail your wishes in the matter. We would like very much to final this contract as soon as possible and make final settlement with the contractor at the earliest possible time.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COM.

HBG:jmc
cc: Hanson & Rowland, Inc., Agent
Maryland Casualty Company
611 Henry Building
Portland 4, Oregon
C. H. Maison (2)

NOTED ON CARD

MARYLAND CASUALTY COMPANY
WILLIAM T. HARPER, CHAIRMAN OF THE BOARD AND PRESIDENT
BALTIMORE 3

CLAIM DIVISION
H. ELLSWORTH MILLER
VICE-PRESIDENT

H. G. LEWIS, JR.
MANAGER, CLAIM DIVISION

SURETY DEPARTMENT
GEO. W. DEXTER, MANAGER

PLEASE ADDRESS
REPLY TO WRITER
QUOTING OUR CAPTION

June 8, 1955

Mr. H. B. Glaisyer
Secretary
State Highway Department
State of Oregon
Salem, Oregon

Dear Mr. Glaisyer:

Re: Our Bd. #90-293439
C & W Crushing Co.
Oregon State Highway
Department

NOTED
FLOYD QUERY

We acknowledge receipt of your letters of May 27th and June 1st, 1955. With the latter you enclosed copy of a letter of May 24th from the City of Wasco indicating an unpaid account of $127.50.

We shall ask our principal to clear up the remaining problems in connection with this contract as soon as possible and we assume a sufficient amount of contract price will be retained until the bill of the City of Wasco has been disposed of one way or another.

Very truly yours,

G. B. Watson

George B. Watson
Attorney

GWD:km

cc-Portland Claim Division

RECEIVED

ANSWERED
H. B. GLAISYER

NOTED ON CARD

RECEIVED
JUN 15 1955
FOR FILING

5-640
1-7

June 14, 1955

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4328 for work performed on the Locust Grove-Mud Hollow Canyon Section of the Fulton Canyon-Wasco Road in Sherman County was completed by the contractor, C & W Crushing Co., on May 6, 1955 and was formally accepted by the Highway Commission on May 25, 1955.

Final payment in the amount of $924.57 will be released to the contractor on or after June 24, 1955. The total contract amount is $30,819.11 and no force account work was performed on the project.

There is a claim filed against this project by the City of Wasco for water furnished in the amount of $127.50, of which you have been previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Martin Knutsen & Son
189 12th St.
Astoria, Oregon

NOTED ON CARD

Lewis

ref

RECEIVED
JUN 2 1955
FOR FILING

5-68 (-)
43-

June 1, 1955

Maryland Casualty Company
Baltimore 3, Maryland

Gentlemen:

A letter has been received from the City of Wasco stating that C & W Construction Company owes them $127.50 for 85,000 gallons of water furnished for the contractor's operations on grading and surfacing the Locust Grove-Mud Hollow Canyon Section of the Fulton Canyon-Wasco Road in Sherman County, State Highway Contract No. 4328.

This information is provided as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Martin Knutsen & Son
189 - 12th Street
Astoria, Oregon

C & W Crushing Company
Hamlet Route
Seaside, Oregon

NOTED ON CARD

RECEIVED
JUN 2 1955
FOR FILING

S-4X (4)
4

June 1, 1955

City of Wasco
Wasco, Oregon

Attention: Mrs. Oral Gosson
City Recorder

Gentlemen:

We have your letter of May 24 stating that C & W Crushing Company owe you $127.50 for 85,000 gallons of water furnished for the contractor's operations on Contract No. 4328 for grading and surfacing the Locust Grove-Mud Hollow Canyon Section of the Fulton Canyon-Wasco Road in Sherman County. Our records show that the contract was completed May 6, 1955 and the Engineer's estimate shows 90,000 gallons of water used.

The State does not make payments direct to claimants as we do not desire to be placed in the position of attempting to determine the validity or amount of any particular claim. However, each contract is covered by a Performance Bond which assures completion of the contract and payment of all bills incurred in the contract. The Maryland Casualty Company, through Martin Knutsen & Son, 189 - 12th Street, Astoria, furnished the Performance Bond for this contract. If the contractor does not pay within a reasonable time, you might file your claim with the bonding company. Also, if you feel that it is necessary to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, you should file your claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the necessary procedure.

In the meantime, your claim will be noted in our records and we will advise the contractor and the surety that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

NOTED ON CARD

C[illegible]ct No. 4328
Locust Grove - Mud Hollow Co.
C & W. Crushing Co.

Job completed 5-6-55

Semi-final received 5-24-55

Reduced to 3% - Retainage $924.57

90M Gal. shown on estimate = $135.00

Floyd Green

ARTMENT

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Mrs. Oral Gosson,
City Recorder,
Wasco, Oregon.

Contract No. 4328
Proj. S-68 (6)

Dear Madam:

Your letter of May 24th regarding a water bill against C.& W. Crushing Company received today.

Final records on this project have been forwarded to the Salem office, so I am forwarding your letter to Mr. S.H. Probert, Office Engineer, State Highway Department, in Salem.

Very truly,

A.V. Benedict

A.V. Benedict
Resident Engineer

cc: Mr. S.H. Probert

FORM E-123 90M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
~~SALEM~~

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

THE DALLES
May 25, 1955

Contract No. 4528
Proj. S-68 (6)

Mrs. Oral Gesson,
City Recorder,
Wasco, Oregon.

Dear Madam:

Your letter of May 24th regarding a water bill against C.& W. Crushing Company received today.

Final records on this project have been forwarded to the Salem office, so I am forwarding your letter to Mr. S.H. Probert, Office Engineer, State Highway Department, in Salem.

Very truly,

A.V. Benedict

A.V. Benedict
Resident Engineer

cc: Mr. S.H. Probert ✓

City of Wasco
Wasco, Oregon

May 24, 1955

State Highway Department,
The Dalles, Oregon.

Gentlemen:

Early this spring, when the C. & W. Construction Company under Mr. Jed Wilson were grading the stretch of road west of Wasco on Fulton Canyon, they made arrangements with City of Wasco to haul water from here at 15¢ per hundred gallons. They kept their own figures and reported back they used 85,000 gallons. Accordingly, we billed Jed Wilson for this amount, totaling $127.50.

So far, we have failed to receive payment or hear from him in regard to the matter. May we look to you to see that this amount is paid to City of Wasco? Thanking you for giving this your early attention, we are

Very truly yours,

(Mrs.) Oral Gosson

Oral Gosson
City Recorder

3

Files

RECEIVED
JUN 2 1955
FOR FILING

S-68 ([illegible])
4[illegible]

May 27, 1955

REGISTERED MAIL

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to the C & W Crushing Company on contract No. 4328, covering grading and surfacing on the Locust Grove-Mud Hollow Canyon Section of the Fulton Canyon-Wasco Secondary Highway in Sherman County.

This payment, in the amount of $8,601.66 will be released to the contractor on or after June 6, 1955. The retained percentage is $924.57.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: Maryland Casualty Company
Martin Knutsen & Son
189 12th Street
Astoria, Oregon

NOTED ON CARD

RECEIVED
MAY 16 1955
FOR FILING

S 68(6)
4328

May 11, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 6, 1955 on Contract No. 4328, Locust Grove-Mud Hollow Canyon Section, in Sherman County, in connection with Federal Aid Project No. S-68(6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc: John Cattrell

DGP:ch

S 68(6)
-1328
Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 7, 1955, 19

Section Locust Grove-Mud Hollow Canyon
Kind of work Grading and Oil Mat Surfacing.
Highway Fulton Canyon - Wasco County Road.
Section prefix 528-1019
Contractor C.& W. Crushing Co.
Contract number 4328
Date of contract December 17, 1954, 19
Date of completion Aug. 21, 1955, 19
Date work started December 17, 1954, 19
Estimated date of completion May 6, 1955, 19
Project authorization $ 37,576.69
Exclusive of Engineering $ 34,904.57
Per cent of time elapsed 54 %
Estimated cost of completed project, exclusive of engineering $ 34,000
Per cent of contract completed, based on total contract price 100 %
Engineering authorization $ 2,672.18
Engineering cost to date $ 2,670, 100 %
Date project was completed 5 6, 19 55

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

No work last week.

A grader, roller and water truck worked this section over Monday, and laid the oil mat Tuesday and Wednesday. The contractor maintained the surface Thursday and Friday.

Completion report on this project is being held up pending a decision in regard to a soft spot at station 405. The County's grader tore into the coarse base at this point and the excessive rains in April soaked into the subgrade. It was opened up and dried out some Monday, then filled with fresh rock, but the soft spot persists.

FINAL REPORT.

NOTED
OSCAR . CUTLER

NOTED
FORREST COOPER

NOTED

RECEIVED
MAY 9 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed A.V. Benedict
Address P.O. Box 420, The Dalles.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.43	1.43		1.43	
Miles partially completed					
Miles completed	1.43	1.43		1.43	
Total estimated quantities					
Estimated quantities moved or placed to date	11,800 C.Y.	6,000 C.Y.		90 Tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				16	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....1...., Power graders ....1...., Rollers ....2...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Windy		
Wednesday	Clear-Warm		
Thursday	" "		
Friday	" "		
Saturday	" "		

5563

State Oregon
County Sherman
Project No. S-68(6)

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 18th day of Feb., 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 3rd day of September, 1954, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 1.428 miles of Grading, draining, and intermediate type surfacing of a two-lane road
(Character of work)

between F.A. Route 1 near Sherman, and Wasco,
(Control points)

consisting of 1.428 miles of roadway and no (Number) bridges.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of twenty-two thousand, seven hundred and 00/100 dollars ($22,700.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is thirty-six thousand, seven hundred forty-one and 65/100 dollars ($36,741.65).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest
SECRETARY

By
Chairman, State Highway Commission
(Title)

By Chas H Reynolds
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer, Bureau of Public Roads

—32551

FEB 21 1955

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JAN 14 1955
FOR FILING

[illegible]
4325

January 13, 1955

C & W Crushing Company
Hamlet Route
Seaside, Oregon

Gentlemen:

We enclose herewith three fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4314, for rock production on the Necanicum Section of the Oregon Coast, Sunset and Necanicum Highways in Clatsop County, awarded December 7, 1954.

Contract No. 4322, for rock production on the Clatsop County Line-Rockaway Section of the Oregon Coast and Necanicum Highways in Tillamook County, awarded December 7, 1954.

Contract No. 4328, covering the Locust Grove-Mud Hollow Canyon Section of the Fulton Canyon-Wasco Road in Sherman County, awarded December 17, 1954.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

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FOR FILING

9

S-68 (6)
4328

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1955

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. E. Chandler
Division Engineer
State Highway Dept.
P. O. Box 151
Bend, Oregon

Dear Sir:

The subcontract between C. & W. Crushing Company and Babler Bros. Inc., covering Items 1 to 11, inclusive, Item 14, Item 15 (placing only), Items 16 and 17 on the Locust Grove-Mud Hollow Canyon Contract No. 4328, Oregon S-68(6), is approved and you may so inform the interested parties.

Three copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:jv
Encl.
cc: W. C. Williams
2 - C. G. Polk

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DEC 28 1954
FOR FILING

S-68 (5)
4328

December 27, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on December 17, 1954 on Contract No. 4328, Locust Grove-Mud Hollow Canyon Section, in Sherman County, in connection with Federal-aid Project No. S-68 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

DBP:ia me

cc Mr. W. C. Williams
Mr. S. H. Probert

8

RECEIVED
FOR FILING

FORM E-30 20M 9-51 58215

S-68(6)
4328

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 17, 1954

SUBJECT: FAS 378, Sherman County

To: Mr. W. C. Williams
OFFICE

L

NOTED
W. C. WILLIAMS

This is to inform you that the Sherman County Court has deposited $7,500 in connection with the Locust Grove-Mud Hollow Canyon Section. This project is now clear for award of contract.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JWC:mm

cc: Mr. S. H. Probert

RECEIVED
DEC 30 1954
FOR FILING

5-68 (5)
43[illegible]

December 17, 1954

NOTED
J. Mc C.

S & H Crushing Company
[illegible] Route
Seaside, Oregon

Gentlemen:

The State Highway Commission on December 7, 1954, accepted your proposal for grading and oiling on the Locust Grove-Hay Hollow Canyon Section of the Fulton Canyon-Wasco County Road in Sherman County for the sum of $35,401.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 43[illegible].

Contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

dn

cc - Mr. [illegible]
Mr. [illegible] Smith
Mr. R. [illegible] [illegible]bert
Pacific Builder and Engineer, Inc.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
December 17, 1954
9:10 a.m.

C & W Crushing Co.
Hamlet Route
Seaside, Oregon

Contract for Locust Grove-Mud Hollow Canyon Section of Fulton Canyon-Wasco County Road in Sherman County for which you submitted low bid on December 7 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc - CONFIRMATION
Accounting (5003-900)
Files
C. W. Head

ecretary

rn
Enc. 2

RECEIVED
DEC 14 1954
FOR FILING

Court
Fed Aid
Reg & Proj.
(S-68(6))

December 13, 1954

County Court of Sherman County
Court House
Moro, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Sherman County one fully executed copy each of a Maintenance Agreement and Finance Agreement between the State Highway Commission and Sherman County covering the Locust Grove-Mud Hollow Canyon Section of the Fulton Canyon Wasco Road, FAS 378.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
DEC 14 1954
FOR FILING

Court
Fed Aid
Prog + Proj.
(1 5-68 P6)

file

Salem, Oregon
December 13, 1954

mnt. - 275
Fin. - 63

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Sherman County covering the Locust Grove-Mud Hollow Canyon Section of the Fulton Canyon Wasco Road, FAS 378.

The original of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Sherman County.

Secretary

rn
Attach: 5

FORM E-30 20M 9-51 98815

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
DEC 7 1954
A

Salem, Oregon
December 2, 1954

SUBJECT:

To: W. C. Williams
OFFICE

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
W. C. WILLIAMS

L

Attached are three copies of an agreement covering the Locust Grove-Mud Hollow Canyon Section of the Fulton Canyon-Wasco Road, FAS 378, in Sherman County.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either certified true ar fully executed copies of the agreement to this office for transmittal to the BPR.

This project was approved by the Highway Commission on August 9, 1954.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham
John D. Graham
Office Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE Aug. 9 1954 Minute Page 42
W. B. Glaisyer
Secretary

2 copies to [illegible] signed

A

RECEIVED
DEC 1 0 1954
FOR FILING

Const
Fed Aid
Prog & Pr
(S-68)

December 9, 1954

C & W. Crushing Co.
Hamlet Route
Seaside, Oregon

Gentlemen:

The State Highway Commission on December 7, 1954 accepted your bid in the amount of $33,401.50 for grading and oiling on the Locust Grove-Mud Hollow Canyon Section of the Fulton Canyon-Wasco County Road in Sherman County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

cl

cc: H. G. Smith
S. H. Probert
R. G. Savage (SIAC)

OCUST GROVE - MUD HOLLOW CANYON SEC. FULTON CANYON - WASCO RD. SHERMAN COUNTY				SHEET No. 1
FED. ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-68(6)		See Index

OREGON

DEPARTMENT

OSED PROJECT

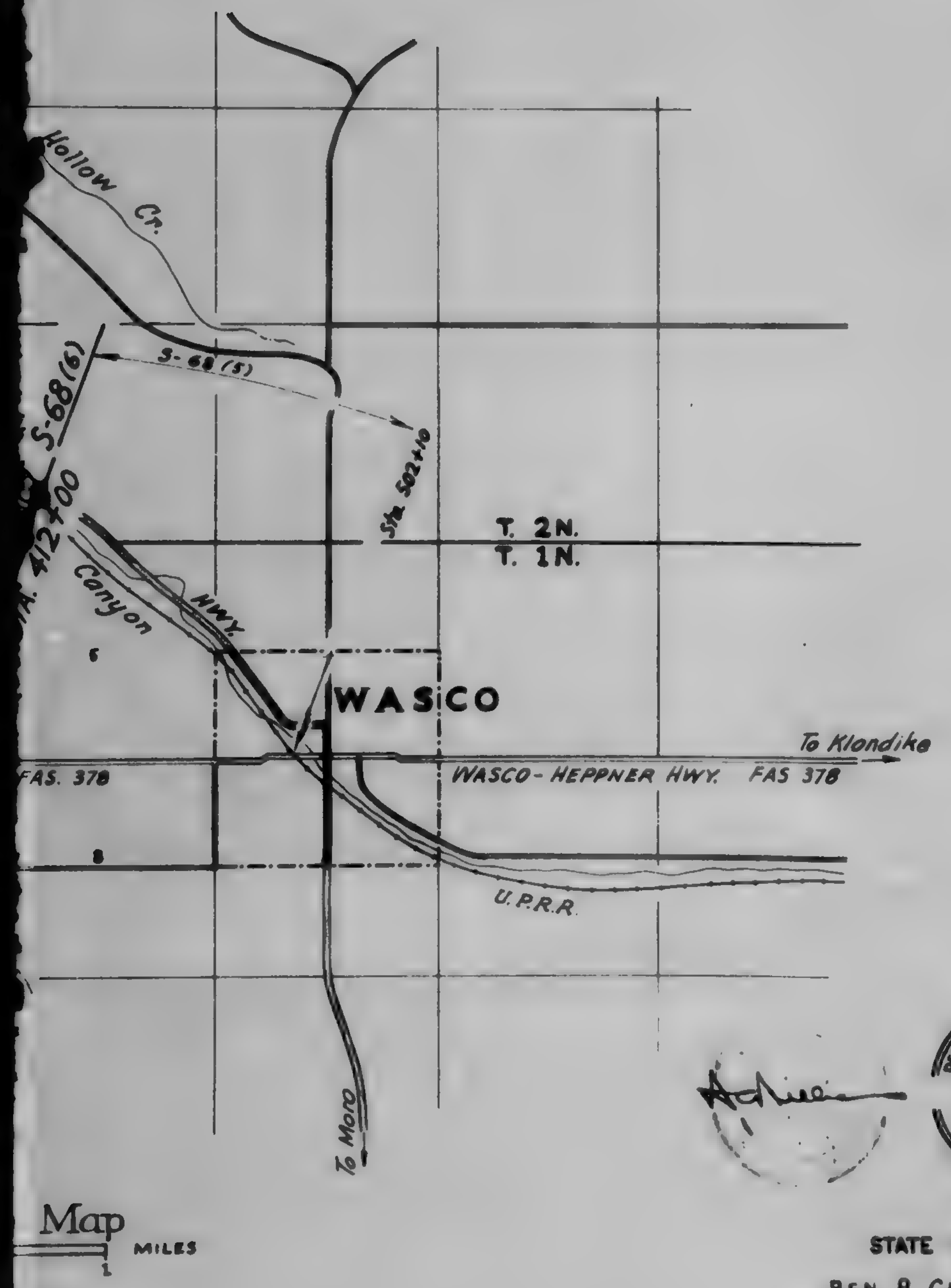
R

ULING

LOW CANYON SECTION

WASCO ROAD

OUNTY



Map

157
NOV 8 1919
R. H. BALDOCK

DEPUTY STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION

BEN. R. CHANDLER, Chairman
CHAS. H. REYNOLDS, Commissioner
M. K. MCIVER, Commissioner

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

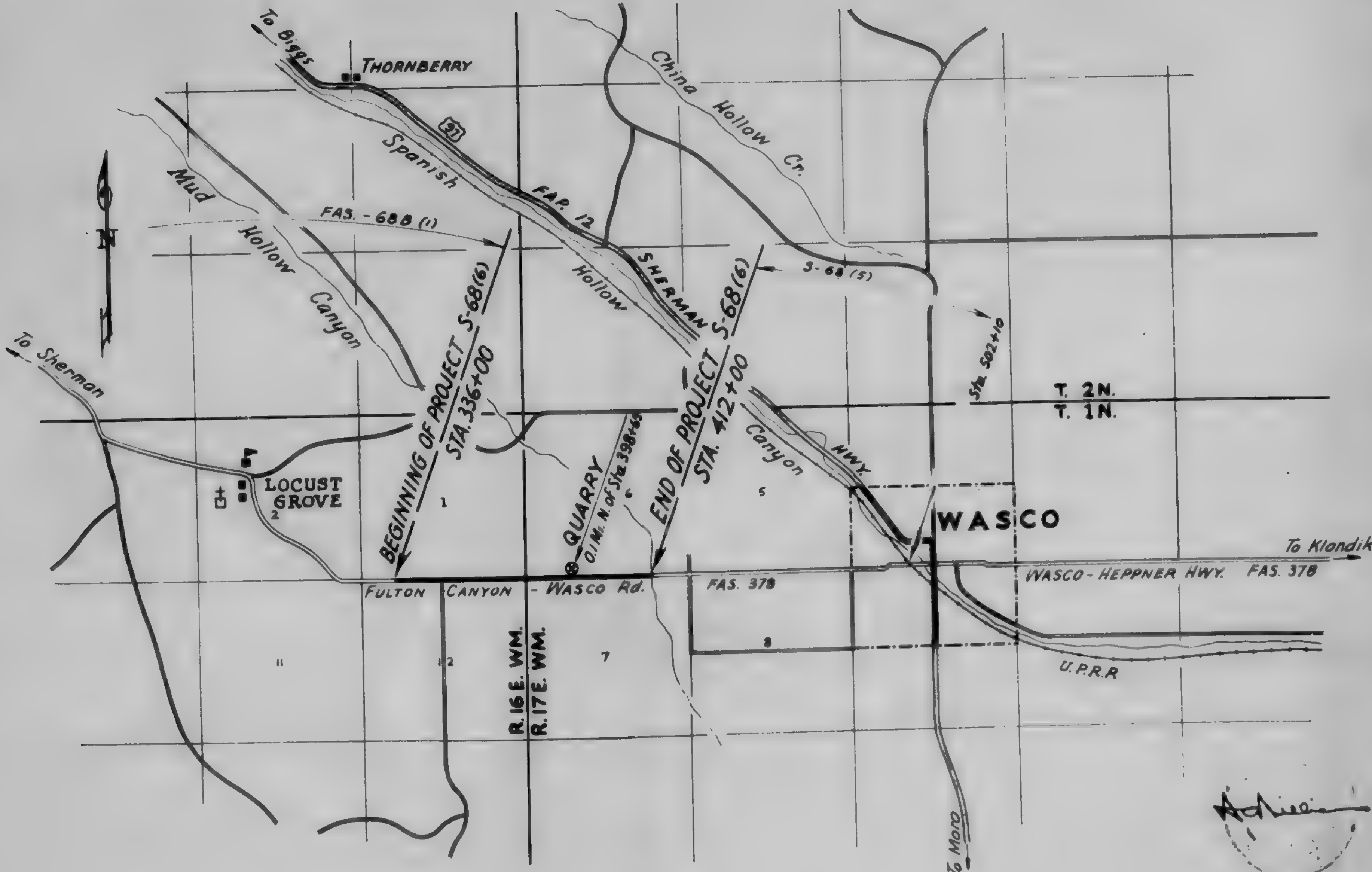
APPROVED

DISTRICT ENGINEER DATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
PLANS FOR PROPOSED PROJECT

GRADING & OILING

LOCUST GROVE - MUD HOLLOW CANYON SECTION
FULTON CANYON - WASCO ROAD
SHERMAN COUNTY
DEC. 1954



Sketch Map

STATE HI
BEN. R. CHA
CHAS. H. REY
M. K. M

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Summary & Typical Section
3, 4 & 5	Plan & Profile

Drg. Nos.
2051 Strutting Details

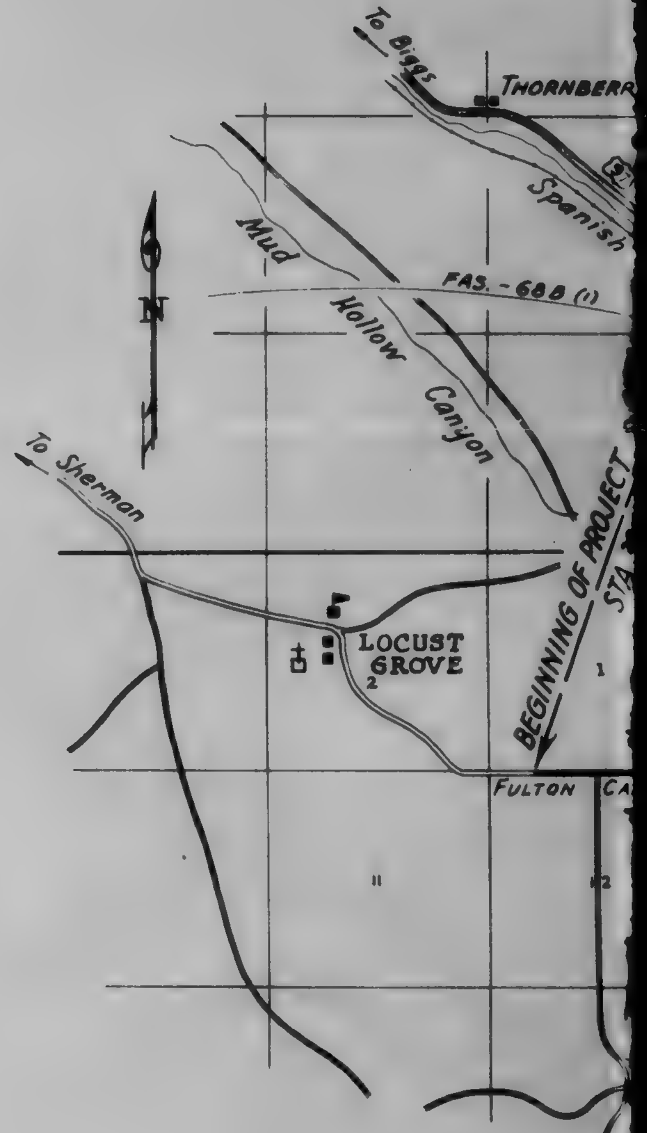
S

STATE H

PLANS

LOCUST GROVE -

FULTO



CONVENTIONAL SIGNS

- State Line
- County Line
- City or Town Limits
- Township Line
- Section Line
- Donation Land Claim Line
- Fence Line
- Guard Rail
- Unfenced Property or Right of Way Line
- Existing Roads
- Trails
- Base or Survey Line
- Railroads
- Retaining Wall
- Culverts
- Drop Inlet
- Trolley Pole
- Power Pole
- Telephone or Telegraph Poles
- Marsh
- Irrigation Ditches
- Bridges
- Trees

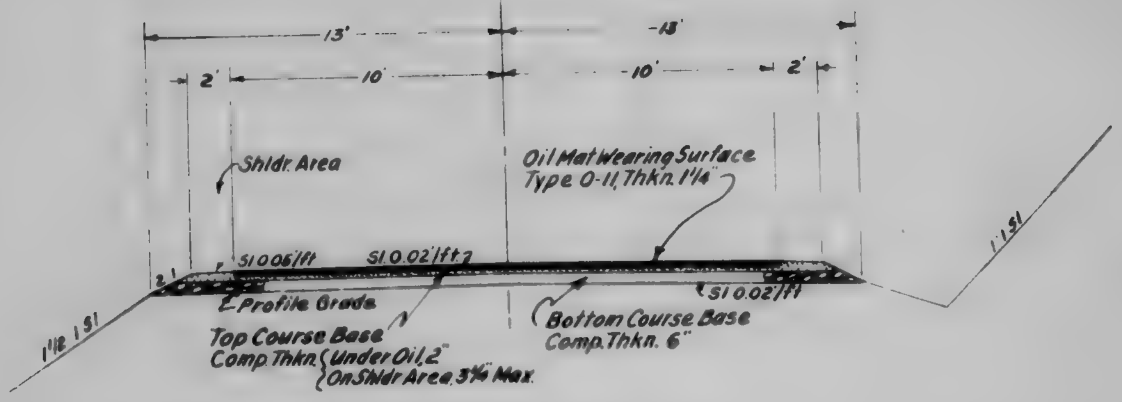
LOCUST GROVE-MUD HOLLOW CANYON SEC. FULTON CANYON-WASCO RD. SHERMAN COUNTY				SHEET No 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-68(6)		See Index

SUMMARY

Length of Project - 1.428 Miles

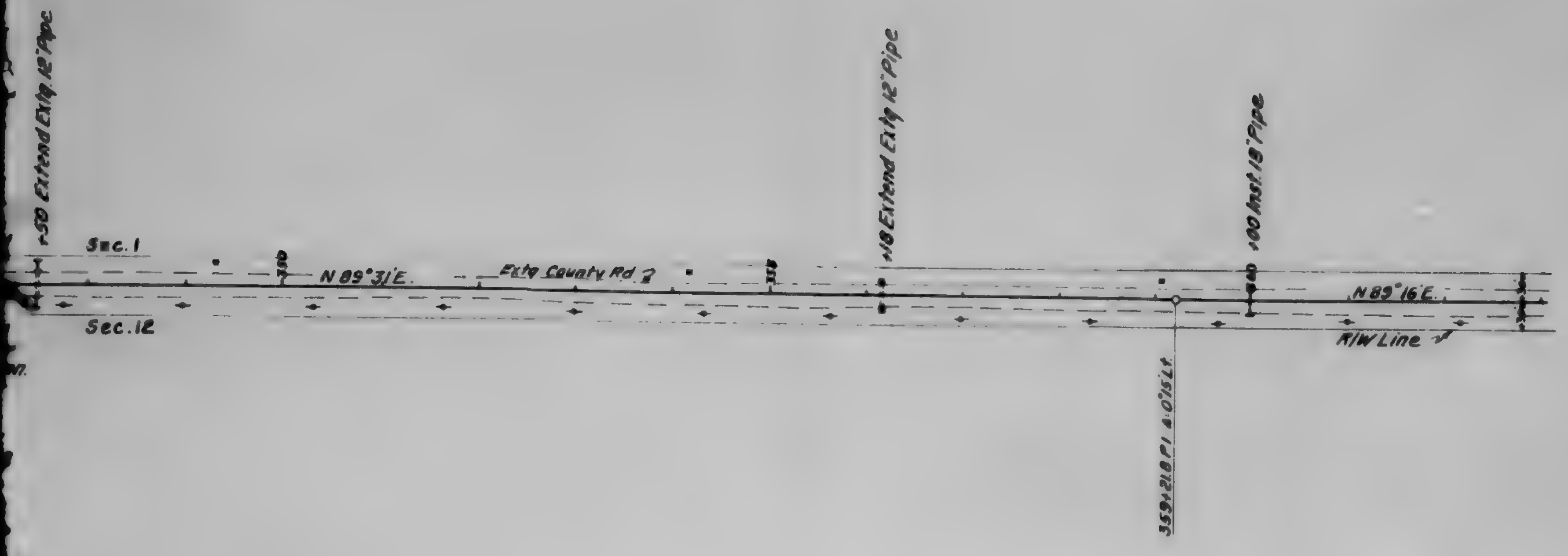
ITEM	UNIT	NET QUAN	ALLOW.	TOTAL
ng and Grubbing	All	All		All
age Excavation, Unclassified	Cu. Yd.	42	8	50
al Excavation, Unclassified	" "	13,554	1446	15,000
Overhaul	Yd. Sta.	8805	895	9700
Overhaul	C-Yd. Sta.	6	4	10
hing Roadbed and Slopes	Mile	1.43		1.43
h Corrugated Metal Pipe	Lin. Ft.	96	4	100
h " " "	" "	32	4	36
h " " "	" "	50	4	54
" " "	" "	72	8	80
l Installation in Box Culvert	" "	44	2	46
Rock in Base	Cu. Yd.	4540	460	5000
Rock in Base and Shoulders	" "	1511	189	1700
nkling	M-Gals.	151	19	170
ishing and Placing Aggregates	Cu. Yd	822	48	870
" " 150-200 Asphalt	Ton	57	5	62
" " RS-1 Asphalt	"	18	2	20

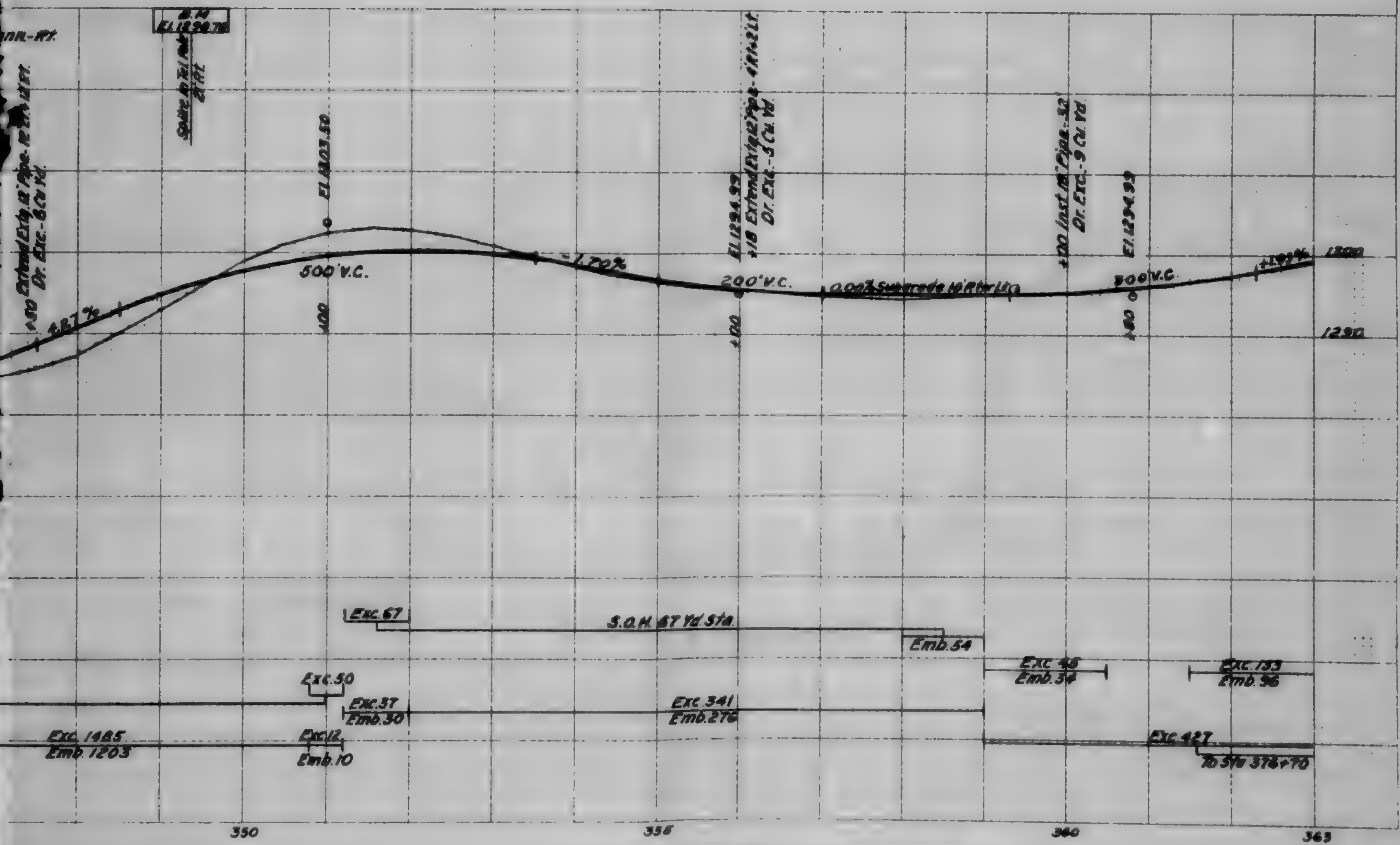
TYPICAL SECTION

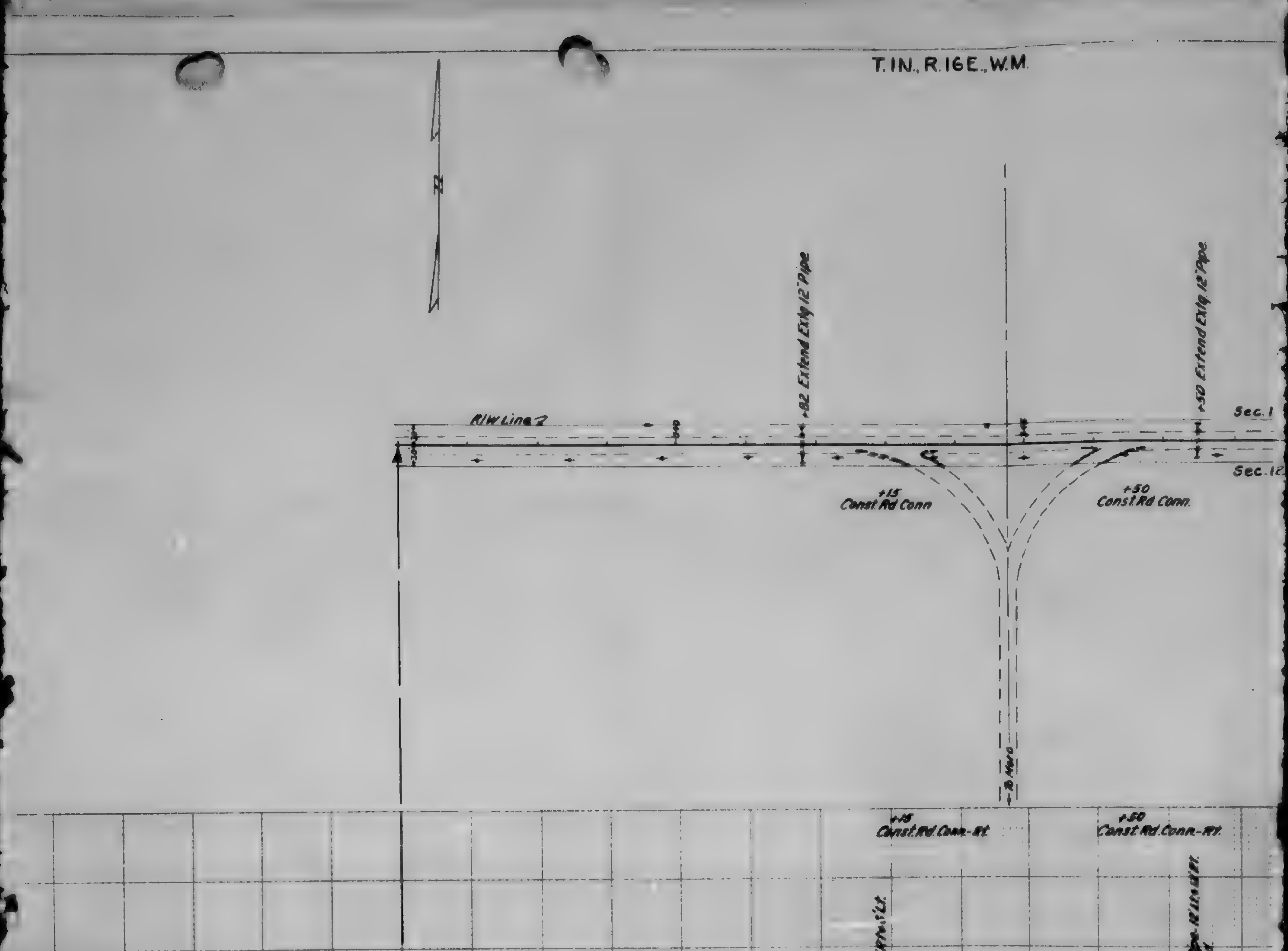


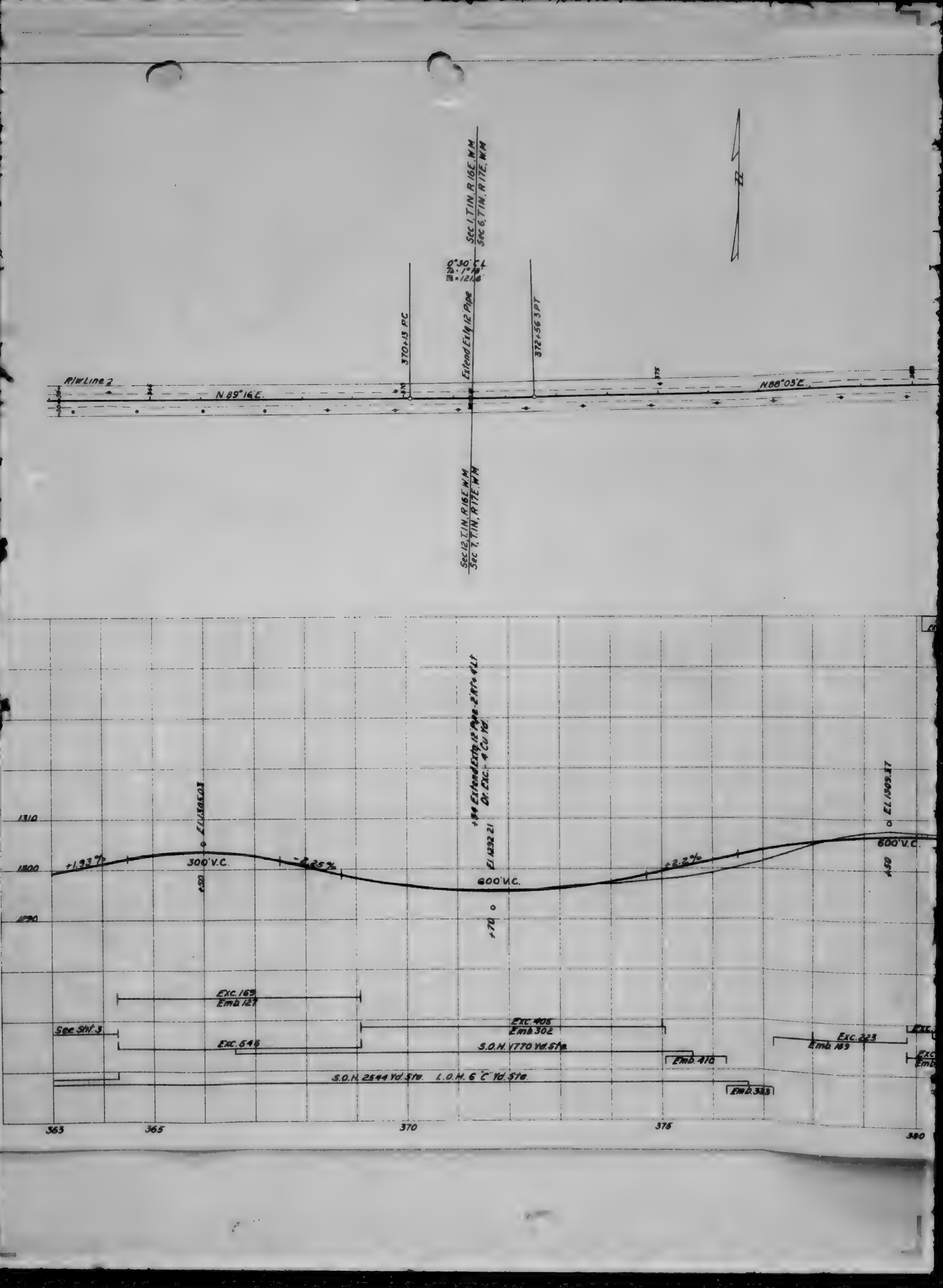
Clearing and Grubbing
Drainage Excavation,
General Excavation,
Short Overhaul
Long Overhaul
Finishing Roadbed
12-inch Corrugated
18-inch "
24-inch "
60-inch "
Special Installation
1½"-0 Rock in Base
¾"-0 Rock in Base
Sprinkling
Furnishing and Plac
" "
" "

LOCUST GROVE-MUD HOLLOW CANYON SEC. FULTON CANYON-WASCO RD. SHERMAN COUNTY			SHEET No 3
8	OREGON	S-68(6)	TOTAL SHEETS see index



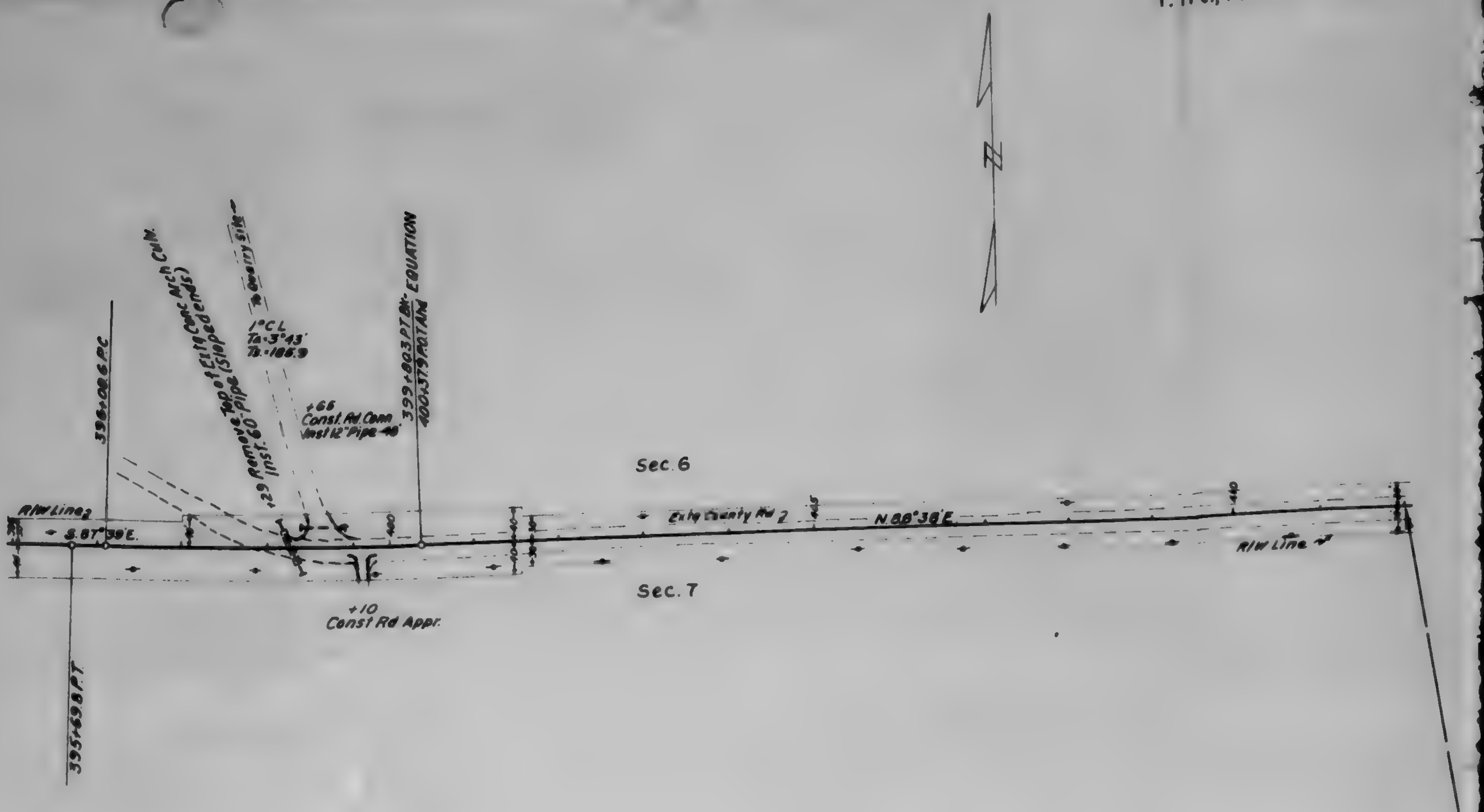



T.1N., R.16E., W.M.
R/W Line
+82 Extend Extg 12" Pipe
+50 Extend Extg 12" Pipe
Sec.1
Sec.12
+15 Const. Rd Conn
+50 Const. Rd Conn.
+15 Const. Rd. Conn.-Rt.
+50 Const. Rd. Conn.-Rt.
+82 Extend Extg. 12" Pipe-6' R/W Lt. Dr. Exc.-15 Cu Yd.
+50 Extend Extg. 12" Pipe-12' Lt. & Rt. Dr. Exc.-6 Cu Yd.
BEGINNING OF PROJECT
STA. 336+00
1290
1280
1270
1260
1250
+5.04%
El. 1270.17
300' V.C.
+60
+2.41%
El. 1281.30
200' V.C.
+30
1.10%
El. 1284.25
200' V.C.
+10
4.87%
S.O.H. 150 Yd. Sta.
Exc. 137
Emb. 108
Exc. 114
Emb. 93
Emb. 41
Exc. 131
Emb. 106
Exc. 146
Emb. 120
336
340
346

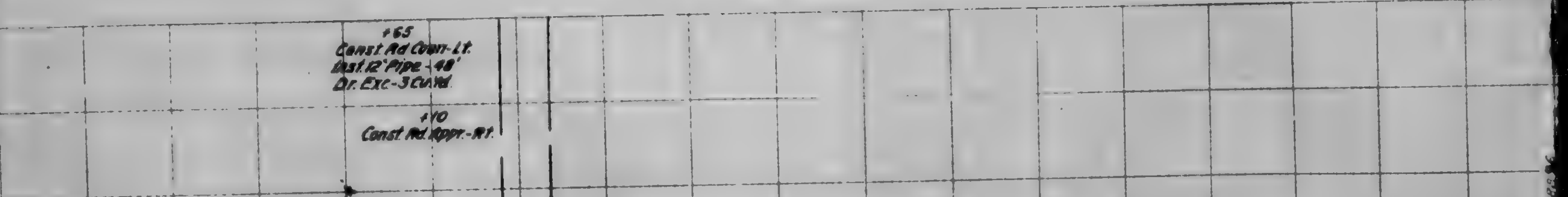

N
R/W Line 2
N 89° 16'E.
N 88° 03'E.
370
375
370+13 P.C.
Extend Ex'g 12" Pipe
372+56.3 P.T.
0°30' C.L.
Δ = 1°13'
L = 121.6'
Sec 1, T.1N, R 16E, W.M
Sec 6, T.1N, R 17E, W.M
Sec 12, T.1N, R.16E, W.M
Sec 7, T.1N, R17E, W.M
1310
1300
1290
+1.93%
El.1305.03
+50
300' V.C.
-2.25%
+94 Extend Ex'g 12" Pipe-2' Rt + 4' Lt
Dr. Exc. - 4 Cu Yd
El. 1292.21
600' V.C.
+70
+2.2%
El. 1309.37
+50
600' V.C.
Exc. 169
Emb. 127
See Sht. 3
Exc. 546
Exc. 406
Emb. 302
S.O.H. 1770 Yd. Sta.
Emb. 410
Exc. 223
Emb. 169
Exc.
Emb.
S.O.H. 2544 Yd. Sta.
L.O.H. 6 "C" Yd. Sta.
Emb. 323
363
365
370
375
380

LOCUST GROVE-MUD HOLLOW CANYON SEC. FULTON CANYON-WASCO RD. SHERMAN COUNTY				SHEET No. 5
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-68(6)		See Index

T.1N., R.17E., W.M.



396+08.6 P.C.
+29 Remove Top of Ex'g Conc. Arch Culv.
Inst. 60" Pipe (Sloped Ends)
To Quarry Site
1°C.L.
Ta=3°43'
Ts=186.9
+65
Const. Rd. Conn.
Inst. 12" Pipe-40'
399+80.3 P.T. Bk.
400+37.9 P.O.T. Ahd.
EQUATION
Sec. 6
R/W Line
S.87°39'E.
Ex'g County Rd 2
N.88°38'E.
400
405
410
R/W Line
Sec. 7
+10
Const Rd Appr.
395+69.8 P.T.

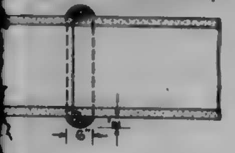


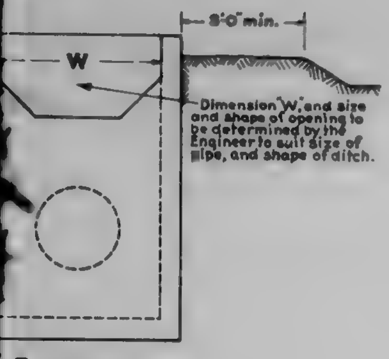
+65
Const. Rd. Conn.-Lt.
Inst. 12" Pipe-48'
Dr. Exc.-3 Cu.Yd.
+10
Const. Rd. Appr.-Rt.
+29 Remove Top of Ex'g Conc. Arch Culv.
Inst. 60" Pipe-72' (Sloped Ends)
Dr. Exc.-2 Cu.Yd.
142.4'
STA. 399+80.3 P.T. Bk.
EQUATION
STA. 400+37.9 P.O.T. Ahd.
El. 1232.8
600' V.C.
+40
El. 1267.5
300' V.C.
400
-7.00%
+6.80%
+3.5%
Subgrade 10' Rt. of L
END OF PROJECT
1270
1260
1250
1240
1230
From Sta. 392+20
S.G.H. 4170 Yd. Sta.
Exc. 3684
Emb. 2546
Emb. 1948
Exc. 277
Emb. 209
Exc. 190
Emb. 166
396
400
405
410

DATE	REVISIONS and/or ADDITIONS	
Sept. 1949		Sight Posts
Sept. 1953		Metal Sight Posts
Mar. 1954	Metal Sight Posts	
April 1954		Elliptical Inlet
Oct. 1954	Metal Sight Posts	

metal pipe is used, the seams and
hall be close riveted, and soldered;
l be made watertight by placing
burlap under the coupling bands.
pe is used, joints shall be made
mortar collars constructed as
ail below.

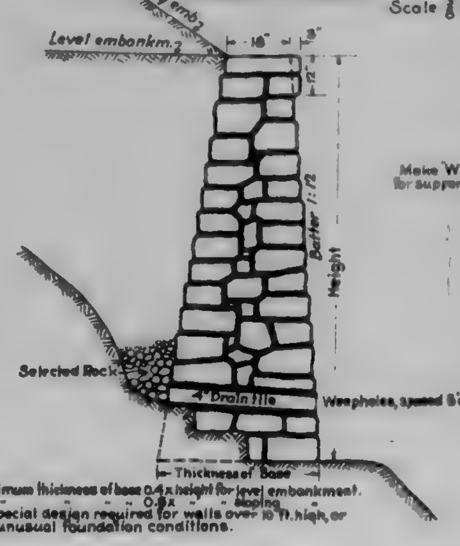
CEMENT MORTAR COLLAR
ue & Groove Concrete Pipe

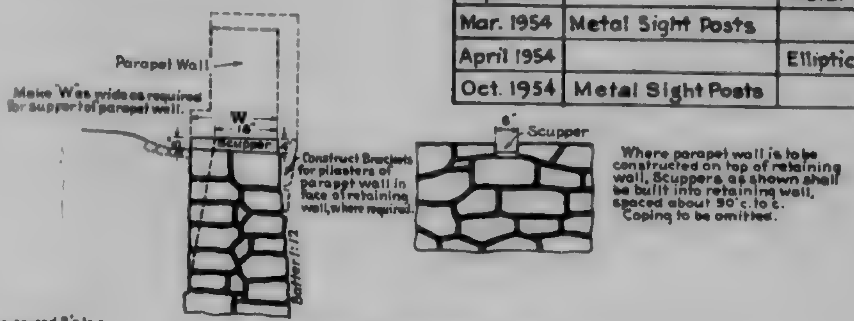



8'-0" min.
W
Dimension "W", and size and shape of opening to be determined by the Engineer to suit size of pipe, and shape of ditch.

END VIEW

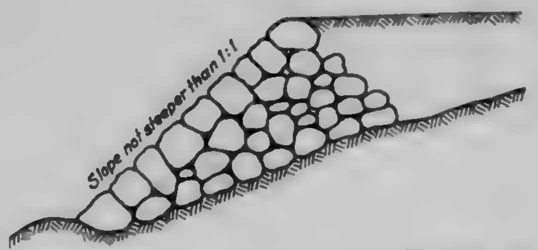
CEMENT RUBBLE MASONRY RETAINING WALL
Scale 1/8" = 1 ft.


Sloping emb.
Level embankm.
18"
3"
12"
Batter 1:12
Height
Selected Rock
4" Drain tile
Weepholes, spaced 8' c. to c.
Thickness of Base
Minimum thickness of base 0.4 x height for level embankment.
" " " " 0.6 x " " sloping "
Special design required for walls over 10 ft. high, or for unusual foundation conditions.

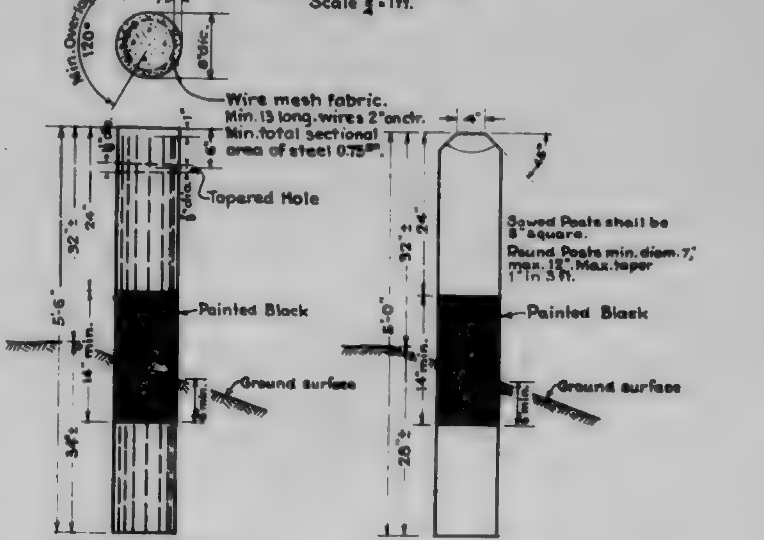

Parapet Wall
Make "W" as wide as required for support of parapet wall.
W
18"
Scupper
Construct Brackets for pilasters of parapet wall in face of retaining wall, where required.
Batter 1:12
6"
Scupper
Where parapet wall is to be constructed on top of retaining wall, Scuppers as shown shall be built into retaining wall, spaced about 30' c. to c. Coping to be omitted.

DETAIL of TOP of RETAINING WALL
On which Parapet Wall is to be constructed

HAND PLACED ROCK SLOPE
No Scale

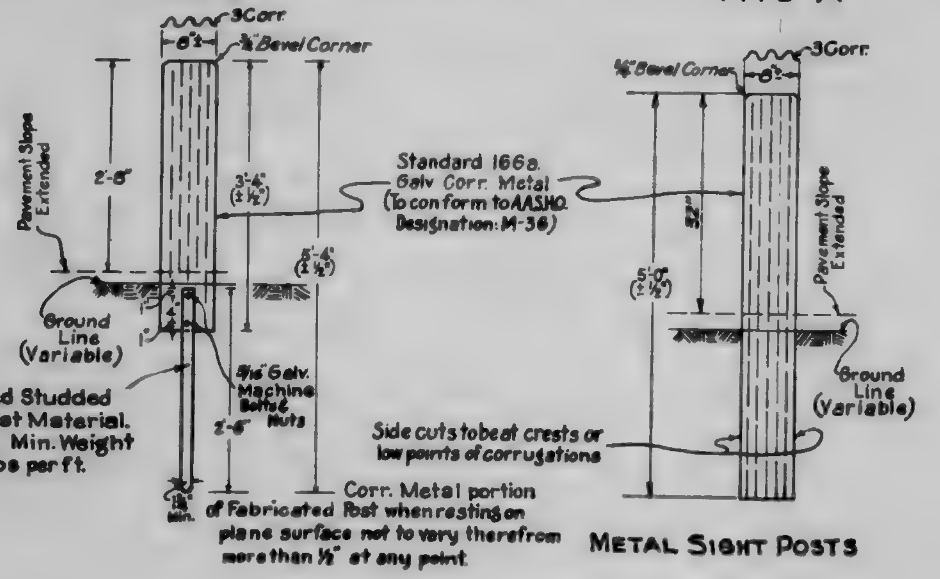


SIGHT POSTS
Scale 1/2" = 1 ft.


Min. Overlap 120°
8" dia.
Wire mesh fabric.
Min. 13 long. wires 2" on ctr.
Min. total sectional area of steel 0.75 in.
Tapered Hole
32"±
24"
5'-6"
14" min.
34"±
Painted Black
Ground surface
4"
45°
Sawed Posts shall be 8" square.
Round Posts min. diam. 7", max. 12". Max. taper 1" in 3 ft.
5'-0"
32"±
24"
14" min.
28"±
Painted Black
Ground surface

CONCRETE POST
Adopted Sept. 1949.

WOOD POST

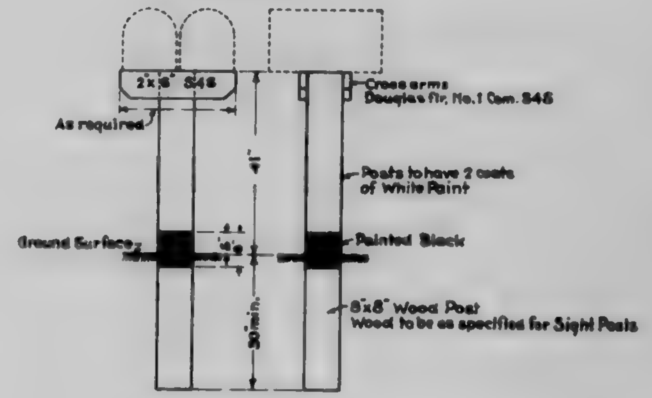

TYPE B
3 Corr.
6"±
3/4" Bevel Corner
2'-8"
3'-4" (±1/2")
5'-4" (±1/2")
Pavement Slope Extended
Ground Line (Variable)
"U" Shaped Studded Fence Post Material. Painted. Min. Weight 1.33 lbs per ft.
5/16" Galv. Machine Bolts & Nuts
2'-6"
1 1/2" Min.
Standard 166a. Galv. Corr. Metal (To conform to AASHO. Designation: M-36)
TYPE A
3/4" Bevel Corner
6"±
3 Corr.
32"
5'-0" (±1/2")
Pavement Slope Extended
Ground Line (Variable)
Side cuts to be at crests or low points of corrugations

Corr. Metal portion of Fabricated Post when resting on plane surface not to vary therefrom more than 1/2" at any point

METAL SIGHT POSTS

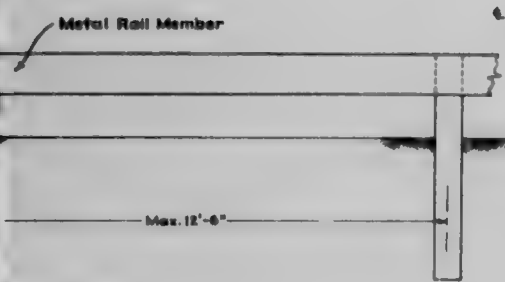
Scale 1/2" = 1 ft.

MAIL BOX POST
Scale 1/2" = 1 ft.

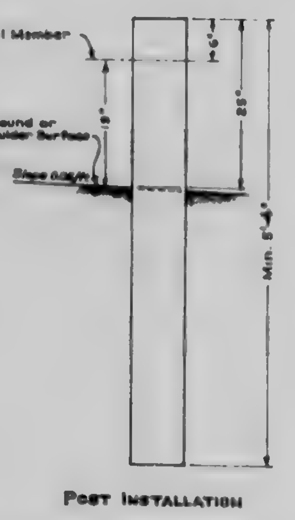

2"x 6" S4S
As required
Cross arms Douglas fir, No.1 Com. S4S
41"
Posts to have 2 coats of White Paint
Ground Surface
Painted Black
30" min.
8"x8" Wood Post
Wood to be as specified for Sight Posts

PE

RD RAIL
le



rmediate Post



POST INSTALLATION

e
isions.

OREGON STATE HIGHWAY DEPARTMENT

Details of

MISCELLANEOUS STRUCTURES
FOR INTERURBAN PROJECTS

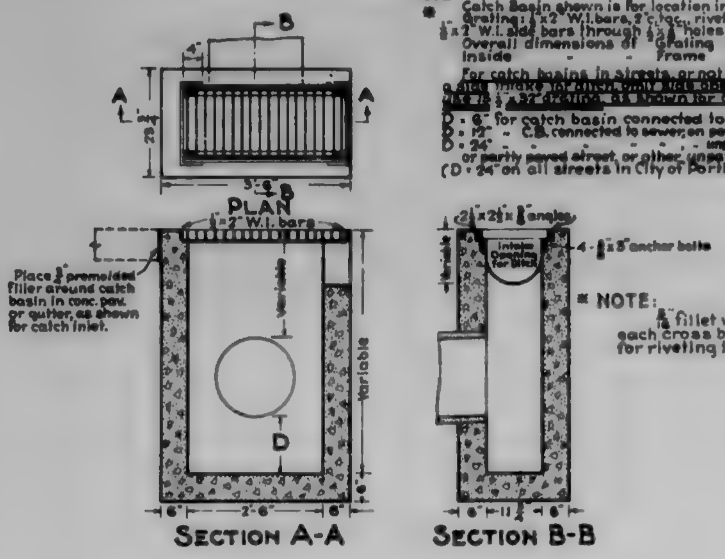
Scales: As Shown Aug., 1940

Revised: Oct. 1940.

DRG. No. 2051

CONCRETE CATCH BASIN

Scale ½"=1ft.

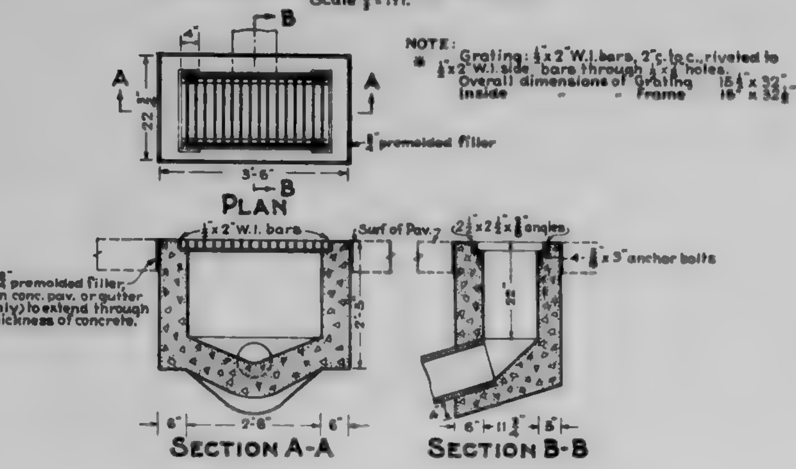


NOTE:
* Catch Basin shown is for location in ditch.
Grating: ½"x2" W.I. bars, 2" c. to c., riveted to ½"x2" W.I. side bars through ⅜"x⅜" holes.
Overall dimensions of Grating 15⅞" x 36"
Inside - - Frame 16" x 36⅛"
For catch basins in streets, or not requiring a side intake for ditch, omit side opening and use 15⅞" x 32" grating as shown for catch inlet.
D = 6" for catch basin connected to culvert
D = 12" - C.B. connected to sewer, on paved street.
D = 24" - - - - - - unpaved or partly paved street, or other unpaved area.
(D = 24" on all streets in City of Portland)

* NOTE:
⅜" fillet welds, on each side of each cross bar, may be substituted for riveting to side bars.

CONCRETE CATCH INLET

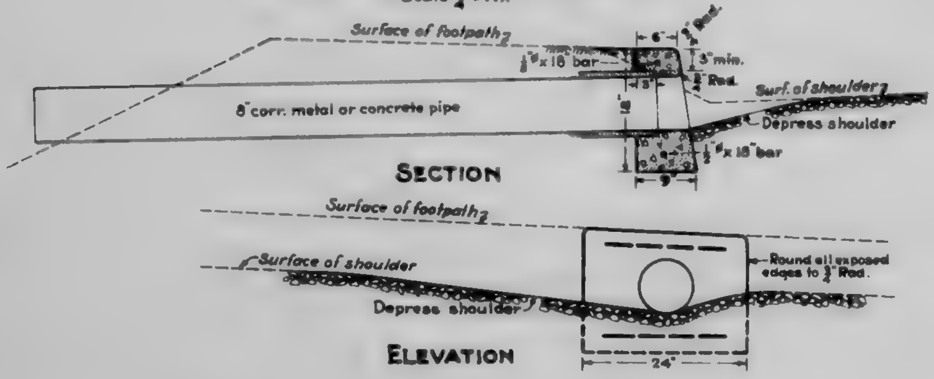
Scale ½"=1ft.



NOTE:
* Grating: ½"x2" W.I. bars, 2" c. to c., riveted to ½"x2" W.I. side bars through ⅜"x⅜" holes.
Overall dimensions of Grating 15⅞" x 32"
Inside - - Frame 16" x 32⅛"

SHOULDER DRAIN HEADWALL

Scale ¾"=1ft.



DESIGN for CORRUGATED METAL PIPE STRUTTING

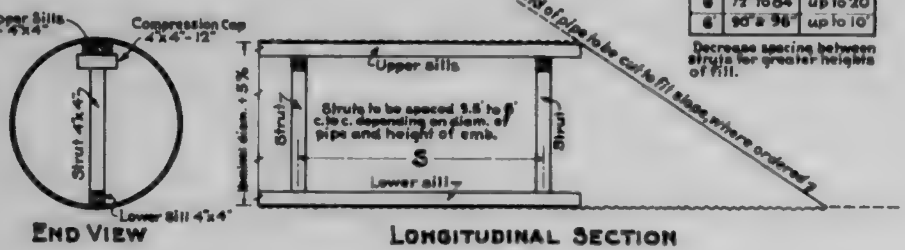
For Pipes 42" or over in Diam.
No Scale

NOTE:
42" pipe shall be strutted if emb. over pipe is more than 30'
48" - - - - - - - - - - - 20'
54" pipe and larger sizes shall be strutted regardless of height of embankment.

STRUT SPACING

S	Dia. of Pipe	Ht. of Fill
6'	48"	20' to 30'
6'	54" to 66"	up to 30'
6'	72" to 84"	up to 20'
6'	90" & 96"	up to 10'

Decrease spacing between struts for greater heights of fill.


Upper Sills 2-4"x4"
Compression Cap 4"x4"-12"
Strut 4"x4"
Lower Sill 4"x4"
END VIEW
Upper sills
Strut
Strut
Nominal diam. + 5%
Struts to be spaced 3.5' to 6' c. to c. depending on diam. of pipe and height of emb.
S
Lower sill
End of pipe to be cut to fill slope, where ordered
LONGITUDINAL SECTION

NOTE
All Concrete to be Class "A"

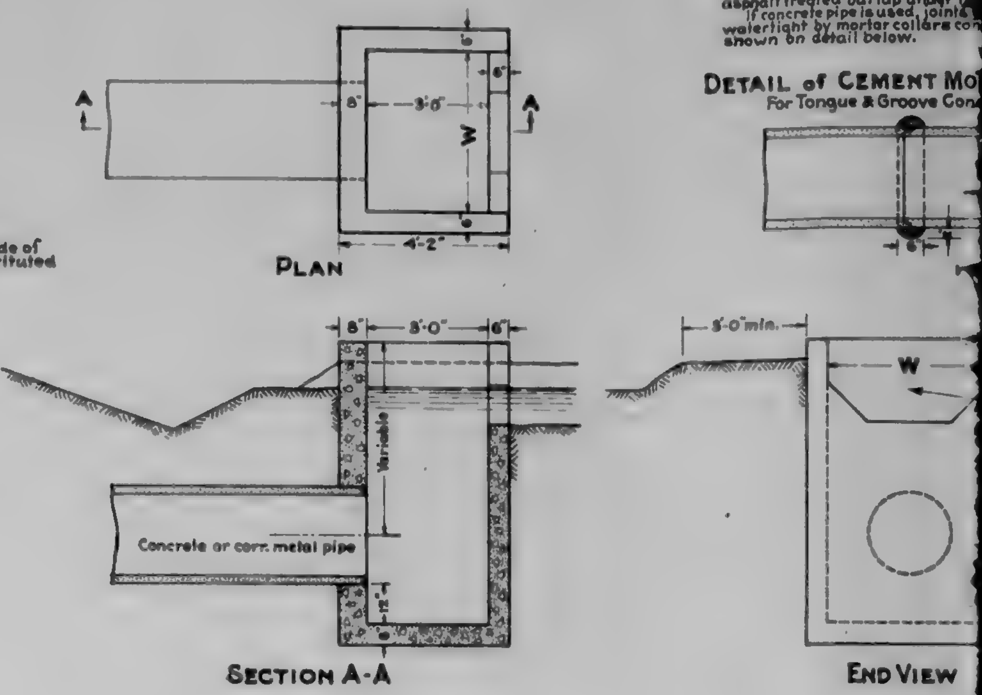
SIPHON

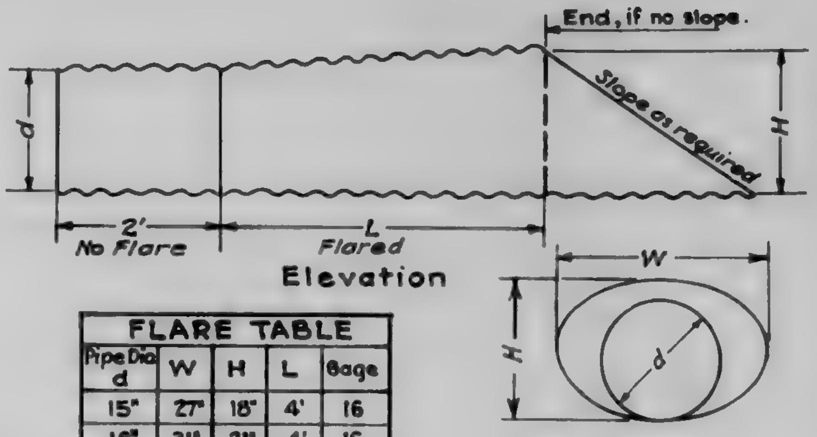
Scale ½"=1ft.

NOTE:
If corrugated metal pipe is used factory joints shall be close rivete field joints shall be made water asphalt treated burlap under t
If concrete pipe is used, joints watertight by mortar collars con shown on detail below.

DETAIL of CEMENT MO

For Tongue & Groove Con





FLARE TABLE

Pipe Dia. d	W	H	L	Gage
15"	27"	18"	4'	16
18"	31"	21"	4'	16
24"	43"	27"	4'	14
30"	50"	32"	4'	14
36"	55"	40"	4'	12
42"	62"	47"	6'	12
48"	71"	54	6'	12
54"	76"	61"	6'	12
60"	85"	68"	6'	10

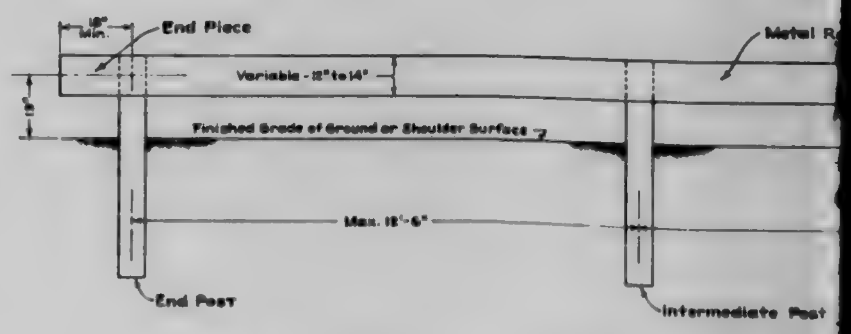
NOTES
Use standard band for connection.
Dimensions W and L subject to manufacturing tolerances.

DETAIL of ELLIPTICAL INLET for CORR. METAL PIPE

"U" Shap
Fence P
Painted
1.33

METAL GUARD RAIL

No Scale



NOTE:
For details of Materials and Erection see Standard Specifications and Special Provisions.

S-155(2) Ritter-Rush Cr. Sec. of the 1954
Ritter Co. Rd.
4329

NOTED
J. W. CATTRALL

INVOICE

Oregon State Highway Department

SALEM, OREGON

Contract 4329
S-155(2)

Grant County
Canyon City, Oregon

Attn: County Court

Invoice No. 45714
Date June 19, 1956
Your Req. No.
Billing Request No. CC-244
Credit distribution: 512-1026-297

Final billing [illegible]
covered by agreement dated December, 1954.

Original Advance Deposit	20,500.00	
Less: Amt. previously transferred	17,000.00	
Balance Advance Deposit		3,500.00
County share of total costs as per attached	25,768.42	
Less: Amt. previously transferred	17,000.00	
Balance		8,768.42
Amount due from county		$5,268.42

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $
By

State Printing 88944

State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

NO
Harold C. Ayers

June 18, 1956

Grant County Court
Courthouse
Canyon City, Oregon

NOTED
J. W. CATTRALL

Gentlemen:

Final costs are now available for the Ritter-Rush Creek section of FAS 556 and it has been determined that the agreed County's share of these costs is $25,768.42 (see attached statement). As the County initially deposited $20,500 a balance of $5,268.42 is due the State. A billing form for this amount will be forwarded by our accounting division within the next few days. Please make payment upon receipt of this billing form. If you have any questions please contact this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:
Att.

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Grant

Contract No. 4329

Date ~~xxxxxxx~~ 6/15/56

FAS 556

Section Kitter-Rush Creek. Completed 7/26/55.

PAYMENTS TO CONTRACTOR

	Item	Unit	Unit Price	Total Qty.	Total Cost
1.	Clearing & Grubbing	All	$8,600.00	100%	$ 8,600.00
2.	Drainage excav., unclass.	c.y.	2.50	301.31	753.28
3.	General " "	c.y.	.37	155,485.8	57,529.75
4.	Short overhaul	yd. sta.	.01	135,229.8	1,352.30
5.	Long "	C-yd. sta.	.40	1,176.8	470.72
6.	Finish roadbed & slopes	mile	700.00	6.95	4,865.00
7.	12" corrugated metal pipe	l.f.	3.00	[illegible]	168.00
8.	18" " " "	l.f.	4.00	1,391	5,564.00
9.	24" " " "	l.f.	5.50	18	[illegible]
10.	36" " " "	l.f.	[illegible].50	82	[illegible]43.00
11.	42" " " "	l.f.	14.00	[illegible]	[illegible]
12.	48" " " "	l.f.	18.50	44	814.00
13.	60" " " "	l.f.	3[illegible].00	5[illegible].5	[illegible]
14.	12" perforated metal drain-pipe, uncoated	l.f.	3.00	48	144.00
15.	None	--			
16.	"	--			
17.	"	--			
18.	Sprinkling	M gal.	2.00	587.5	1,17[illegible]
FA #1	Furnish & install 96" CMP	l.f.	53.00	62	3,286.00
FA #2	Furnish & place concrete in fishway ramp	c.y.	32.30	2	64.60

Subtotal... $ 89,138.25
Construction Engineering... 18,523.17

TOTAL CONSTRUCTION COSTS... $107,661.42

FEDERAL FUNDS ALLOTTED FOR PROJECT... $ 60,786.00

AGREED COUNTY SHARE TOTAL COSTS

100% of all costs over $103,000 = $ 4,661.42
50% of difference between $103,000 and Federal funds allotted = 21,107.00
Total = $25,768.42

County Share Total Costs.......... $25,768.42
Less County Advance Deposit........ 20,500.00

BALANCE DUE STATE FROM COUNTY...... $ 5,268.42

RECEIVED
NOV 10 1955

FOR FILING
5-13 (2)
4529

November 4, 1955

FINAL COST ANALYSIS

Ritter-Rush Creek Section
Contract No. [illegible]

White Bros. Company, Contractor
Kenneth Berg, Resident Engineer

Ritter Road
Prefix 512-1028

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing		All	$8,600.00	$	$15,848.52	$ 8,600.00
Drainage Excav: Unclass.	301.31	C.Y.	2.50	3.43	1,034.55	753.28
General Excav: Unclass.	155,485.8	C.Y.	0.37	0.429	66,793.05	57,529.75
Short Overhaul	135,229.8	Yd.Sta.	0.01	0.01	1,352.30	1,352.30
Long Overhaul	1,176.8	C-Yd.Sta.	0.40	0.40	470.72	470.72
Finish R/B & Slopes	6.95	Miles	700.00	1,167.89	8,116.90	4,865.00
12" Corr. Metal Pipe	56	L.F.	3.00	2.83	158.73	168.00
18" Corr. Metal Pipe	1,391	L.F.	4.00	4.70	6,539.47	5,564.00
24" Corr. Metal Pipe	180	L.F.	5.50	6.22	1,120.15	990.00
36" Corr. Metal Pipe	82	L.F.	11.50	12.05	988.44	943.00
42" Corr. Metal Pipe	66	L.F.	14.00	15.53	1,025.58	924.00
48" Corr. Metal Pipe	44	L.F.	18.50	15.96	702.40	814.00
60" Corr. Metal Pipe	50.5	L.F.	30.00	27.84	1,405.70	1,515.00
12" Perf. M. Drain Pipe Uncoated	48	L.F.	3.00	4.35	209.23	144.00
Sprinkling	587.3	M-Gals.	2.00	2.11	1,239.72	1,174.60
PA #1 Furn. and Install 96" C.M.P	62	L.F.	53.00	62.92	3,901.37	3,286.00
PA #2 Furn. & Place Conc. in Fishway Ramp	2	C.Y.	32.30	26.91	53.83	64.60
					$ 110,960.66	$ 89,158.25

Total Cost	$110,960.66
Gross Revenue	89,158.25
Net Loss	$ 21,802.41

Net Loss Equals 24.4% of Gross Revenue

NOTED
State Highway Engineer

Contract No. 4329

Detail of Cost

Labor:				
Labor & Supervision			$ 43,223.37	
Labor Insurance			4,536.17	$ 47,759.54
Materials:				
12" Corr. Metal Pipe	56 Lin. Ft.	at $ 1.99	111.44	
12" Corr. Metal Bands	5	" 1.99	9.95	
18" Corr. Metal Pipe	1,391 Lin. Ft.	" 2.89	4,019.99	
18" Corr. Metal Bands	29	" 2.89	83.81	
24" Corr. Metal Pipe	180 Lin. Ft.	" 4.48	806.40	
24" Corr. Metal Bands	6	" 4.48	26.88	
36" Corr. Metal Pipe	82 Lin. Ft.	" 8.80	721.60	
36" Corr. Metal Bands	3	" 8.80	26.40	
42" Corr. Metal Pipe	66 Lin. Ft.	" 10.41	687.05	
42" Corr. Metal Bands	5	" 10.41	52.05	
48" Corr. Metal Pipe	44 Lin. Ft.	" 11.93	524.92	
48" Corr. Metal Bands	2	" 11.93	23.86	
60" Corr. Metal Pipe	50.5 Lin. Ft.	" 19.53	986.27	
60" Corr. Metal Bands	1	" 39.02	39.02	
12" Perf. Metal Drain P.	48 Lin. Ft.	" 1.97	94.56	
12" Corr. Metal Band	1	" 1.97	1.97	
96" Corr. Metal Pipe	62 Lin. Ft.	" 36.98	2,292.76	
96" Corr. Metal Bands	3	" 73.96	221.88	$ 10,730.81
Equipment Rentals & Misc. Supplies:				
Equipment Rentals (owned)			$ 34,376.15	
Gas, Oil & Grease			8,206.04	
Small Tools & Misc. Supplies			687.40	
Powder & Caps			2,702.53	
Freight & Cartage			2,726.50	
Cement			13.50	
Bond			546.44	
Home Office & General Overhead			3,211.75	$ 52,466.26
Total Cost - - - - - - - - - - - - - - - - -				$110,960.66

Remarks:

This was a "Federal Aid Secondary Project" calling for the construction of 6.95 miles of highway roadbed. The contract was bid December 7, 1954, work started December 20, 1954, and the project was completed July 31, 1955.

On December 20, the contractor moved in one T.D. 18 Cat and Dozer and one T.D. 24 Cat & Dozer. Then on December 27, 1954, a crew of 5 men and a T.D.18 Cat and Dozer started clearing. Clearing consisted of small trees, large pine stumps, brush and some large pine trees, all merchantable timber after being felled became the property of the county. Being wet and stormy weather, most the clearing was pushed to one side to be burned later. Many of the big stumps went into the fills with the grading. Later these same stumps had to be dug out of the fills and burned. This item shows a large loss.

Grading Equipment consisted of two T.D. 24 Cats, one T.D. 18 Cat, one 18 Cu. Yd. Scraper, 3/4 Cu. Yd. Shovel, four 12 Yd. Trucks, #12 Cat Blade and 500 Compressor. Trying to grade during the winter months, finding more solid rock than the contractor anticipated and with a low bid price on grading, this item also shows a large loss.

Having only fair supervision with low bid price on grading and trying to work the winter months, this project shows a considerable loss.

Oscar Cutler
Chief Cost Analyst

By - - K. T. Wechter

B

RECEIVED
OCT 25 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 20, 1955

(CONTRACT NO.) S-155([illegible])	(EST. NO.)	(CONTRACTOR)
4329	9-Final	White Brothers Company

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21223	R-134590	$ 2,7[illegible].48	10/20/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 7-31-55

Time Extensions: none

Completion Date: 7-20-55

Date Accepted: 9-22-55

Penalties: none

Claims: none

Remarks:

Date: 10-21-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: OCT 21 195

Ruth Rawlings

RECEIVED
OCT 10 1955
FOR FILING

[illegible]
4329

October 10, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4329 for work performed on the Ritter-Rush Creek Section of the Ritter Road in Grant County was completed by the contractor, White Bros. Company, on July 20 and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $2,752.48 will be released to the contractor on or after October 20, 1955. The total contract amount is $89,158.25, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
SEP 9 1955
FOR FILING

S-155(1)
4329

September 8, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to White Bros. Company in connection with contract No. 4329, covering the Ritter-Rush Creek Section of the Ritter Road in Grant County.

This payment, in the amount of $1,995.25, will be released to the contractor on or after September 19, 1955. The retained percentage is $2,672.34.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

NOTED ON CARD

RECEIVED
AUG 30 1955
FOR FILING

[illegible]
[illegible]

August 30, 1955

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

It is the intention of the State Highway Commission to release to White Bros. Company a portion of the funds heretofore retained by the Commission on contract No. 4329, for grading on the Ritter-Rush Creek Section of the Ritter Road in Grant County.

This payment in the amount of $11,002.46 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,610.63. The present payment will be released on or after September 9, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

gl

NOTED
Harold C. Ayers

July 26, 1955

NOTED
V. R. JONES

Grant County Court
Court House
Canyon City, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise you that work on Contract No. 4239, Ritter-Rush Creek section of FAS 556 in Grant County, was completed on July 20, 1955.

Under the terms of the maintenance agreement signed by the Court on December 1, 1954, and by the Highway Commission on December 8, 1954, the County assumed maintenance of and continued jurisdiction over the above named project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 23, 1955

Section Ritter-Rush Creek

Highway Ritter County Road

Contractor White Bros. Company

Date of contract 12-17-, 1954

Date work started 12-30, 1954

Project authorization $102,458.25

Exclusive of Engineering $95,172.33

Kind of work Grading

Section prefix 512-1028-900

Contract number 4329

Date of completion 7-31, 1955

Estimated date of completion ...., 19....

Per cent of time elapsed 96.5 %

Estimated cost of completed project, exclusive of engineering $87,000

Per cent of contract completed, based on total contract price 96 %

Engineering authorization $7,285.92

Engineering cost to date $18,400, 252 %

Date project was completed July 20, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contracotr spent Monday and Tuesday piling stumps and cleaning ditches and pipe inlets thus completing all work on this project.

Computation of mass ordinates are finished for half the project and it is expected the semi-final estimate can be submitted within the next two weeks.

This will be the last weekly report.

NOTED
OSCAR CUTLER

NOTED

RECEIVED
1955
CONST. OFFICE OF ENGINEER

NOTED
W. T. WRIGHT

NOTED
FORREST C

Signed Kenneth Berg

Address Long Creek, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77099

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.95				
Miles partially completed					
Miles completed	6.95				
Total estimated quantities	150,000				
Estimated quantities moved or placed to date	150,000				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	9				
Average force on project for week	3				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ....1...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ....1...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Warm		
Tuesday	all		
Wednesday	week.		
Thursday			
Friday			
Saturday			

RECEIVED
JUL 25 1955
FOR FILING

S-155(2)
[illegible]

July 22, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 20, 1955 on Contract No. 4329, Hitter-Rush Creek Section in Grant County, in connection with Federal Aid Project No. S-155(2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:ch

cc: John Cattrall

6/28/55

FAS_____ County_________________________ Contract No._______

Section____

Location____

____

28-55

155

FAS_

Sect

Loca

155

FAS

Sect

Loca

6/28/55

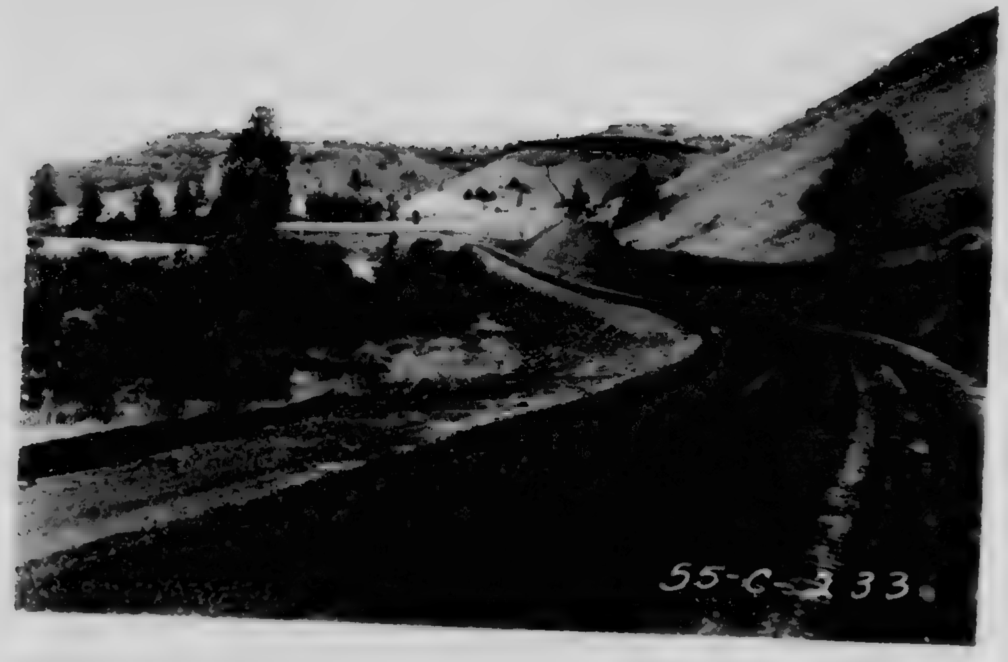
FAS____ County____________________ Contract No.______

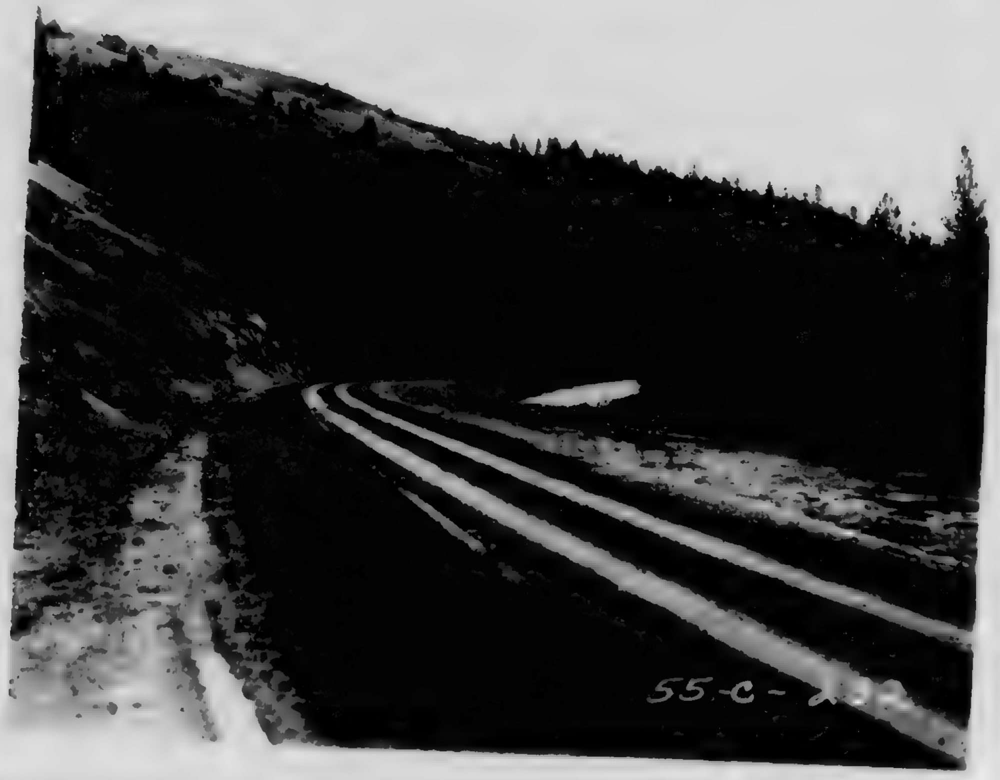
Section____

Location____

____

6-28-55





FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OPRO [illegible] 65
State [illegible]gon
County S-155(2)
Project No. S-155(2)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 18th day of Feb., 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 3rd day of September, 1954, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 6.951 miles of Grading and draining
(Character of work)

between F.A. Route 30, along the north side of the Middle Fork of the John Day River, and Ritter,
(Control points)
consisting of 6.951 miles of roadway and no bridges [illegible].
(Number)

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of sixty-one thousand, eight hundred and 00/100 dollars ($61,800.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one hundred thousand, one hundred eighty-one and 40/100 dollars ($100,181.40).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title)

By Chas H Reynolds
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

Attest
SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY [illegible]

COMMISSIONER OF PUBLIC ROADS
By
Division Engineer, Bureau of Public Roads

—32551

FEB 21 195

RECEIVED
JAN 11 1955
FOR FILING

S-155(2)
4329

January 11, 1955

White Bros. Company
3rd and Sumach Streets
Walla Walla, Washington

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4329, which was awarded to you by the State Highway Commission on December 17, 1954, for grading on the Ritter-Rush Creek Section of the Ritter Road in Grant County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JAN 10 1955
FOR FILING

S-155 (2)
4329

January 5, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on December 30, 1954 on Contract No. 4329, Ritter-Rush Creek Section in Grant County, in connection with Federal Aid Project No. S-155(2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DSP:eh

Form A-180 16M 3-54

FAS 556

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
Harold C. A

Grant County
Canyon City, Oregon

Attn: County Court

Invoice No. 37188

Date December 17, 1954

Your Req. No.

Billing Request No. cc-122

Credit distribution: 512-1028-297

Advance Deposit	20,500.00
Ritter-Rush Creek, Lincoln County FAS project covered by agreement dated December, 1954. Partial transfer of county's share of total costs.	17,000.00
To be retained	3,500.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $________________

By ____

OREGON STATE HIGHWAY COMMISSION

Secretary

mdw

cc - Mr. R. G. [illegible]
Mr. W. C. Smith
Mr. S. H. Probert
Pacific Builder and Engineer, Inc.

RECEIVED
DEC 30 1954
FOR FILING

S-155(7)
4327

NOTED
J. Mc C.

December 17, 1954

[illegible] Bros. Co.
Third and [illegible] Streets
Walla Walla, Washington

Gentlemen:

The State Highway Commission on December 7, 1954, accepted your proposal for grading on the Sitter-Rush Creek Section of the Sitter County Road in Grant County for the sum of $91,074, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned No. 4327.

Contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

WASHINGTON STATE HIGHWAY COMMISSION

Secretary

ad

cc - Mr. [illegible]
Mr. [illegible] Smith
Mr. S. [illegible]
Pacific Builder and Engineer, Inc.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
December 17, 1954
9:50 a.m.

White Bros. Co.
Third and Sumach Streets
Walla Walla, Washington

Contract for Ritter-Rush Creek Section of Ritter County Road in Grant County for which you submitted low bid on December 7 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
Accounting (5003-900)
Files
C. W. Head

Secretary

rn
Attach:2

RECEIVED
DEC 13 1954
FOR FILING

Court
Fed Aid
Prog & Proj.
S-155(2)

December 13, 1954

County Court of Grant County
Court House
Canyon City, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Grant County one fully executed copy each of a Maintenance Agreement and Finance Agreement between the State Highway Commission and Grant County covering the Ritter-Rush Creek Section of the Ritter Road, FAS 556.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Attach:2

RECEIVED
DEC 14 1954
FOR FILING

Const
F.A.S. [illegible]
[illegible]
(S-155(2))

file

Salem, Oregon
December 13, 1954

Maint. - 207
Finance - 65

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Grant County covering the Ritter-Rush Creek Section of the Ritter Road, FAS 556

The original of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Grant County.

Secretary

rn
Attach: 5

[illegible]

FORM E-30 25M 9-51 [illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

AGENDA
DEC 7 1954
A

Salem, Oregon
December 3, 1954

SUBJECT:

To:
W. C. Williams
OFFICE

L

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of a finance agreement covering the Ritter-Rush Creek Section of the Ritter Road, FAS 556, in Grant County.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either certified true or fully executed copies to this office for transmittal to the BPR.

This project was approved by the Highway Commission on August 9, 1954.

John W. Cattrall
Engineer, County and City Relations
By John D. Graham
John D. Graham
Office Engineer

1 copy Finance 'A' in Suspense
4 copies Maintenance 'A' "

AUTHORIZED BY HIGHWAY COMMISSION
DATE 8-9-54 Minute Page 41
H B Glaisyer
Secretary

2 copies Finance 'A' for signature
2 " Maintenance 'A' for signature

A

December 6, 1954

Honorable O. L. Dickens
Grant County Judge
Canyon City, Oregon

FAS 556

Dear Judge:

This is to acknowledge receipt of your letter of December 3, 1954, stating that all right of way has been obtained for the Ritter-Rush Creek FAS county road project.

Thank you for your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

REC
DEC 1
FOR

JOHN M. DAMON, DAYVILLE
O. E. HOLMES, KIMBERLY
JOHN LIVEIRA, COUNTY CLERK

ROBERT W. DAMON, SHERIFF
JULIA R. MOSIER, TREASURER
GEORGE GILBERT, ASSESSOR
J. CARL DRISKILL, CORONER
MICHAEL S. MOGAN, DIST. ATTY.
ESTELLA C. BOYER, SCHOOL SUPT.

MARTIN O. BRAGA, WATE
C. C. BATIE, ROADMASTER
I. B. HAZELTINE, J. P. DI
ELIZABETH KIGHT, PRAIR
J. P. DIST. NO. 2

GRANT COUNTY, OREGON

COUNTY COURT CONVENES FIRST WEDNESDAY IN EACH MONTH
CANYON CITY, OREGON

December 3, 1954

Mr. John Catterall ✓
State Highway Commission
Public Relations Officer
Salem, Oregon

Dear Sir:

This letter is to confirm my telephone conversation with your office regarding right-of-way on Federal Secondary road from 395 to Ritter on Middle Fork of John Day River.

All rights-of-way have been deed to the County and recorded.

Very truly yours,

O. L. Dickens

O. L. Dickens,
County Judge

RECEIVED
DEC 6 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 10 1954
FOR FILING

Cont
Fed Aid
Progr Rep
(S-155(2)

December 9, 1954

White Brothers Company
Third & Sumach Streets
Walla Walla, Washington

Gentlemen:

The State Highway Commission on December 7, 1954 accepted your bid in the amount of $91,074 for grading the Ritter-Rush Creek Section of the Ritter County Road westerly of Long Creek in Grant County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

FORM 2-129 90M REVISED 2-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT

SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 24, 1954

Grant County Court
Court House
Canyon City, Oregon

RECEIVED
DEC 6 1954
ENGINEER
COUNTY & CITY RELATIONS

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Ritter-Rush Creek Section of FAS 556 upon which bids will be received December 7th.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The county will be required to deposit 20% of $103,000 (represents $9,000 available balance of fiscal year 1955 allocation and all of fiscal years 1956 and 1957 allocation) and 100% of all costs in excess of $103,000. The engineer's estimate for the project is $111,000; however, the low bid received will govern. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than July 31, 1955.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. Please include with the signed documents a letter certifying that all right of way required for this project has been obtained by the county, and mail so as to arrive in this office not later than December 3rd.

Very truly yours,

R. H. Baldock
State Highway Engineer

John W. Cattrall

By: John W. Cattrall
Engineer, County and City Relations

RECEIVED
DEC 6 1954
OREGON
STATE HIGHWAY COMMISSION

JFH:mm
Encl.

NOTED
J. W. CATTRALL

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
August 31, 1954

Mr. H. G. Smith
Construction Engineer

The field data for the Ritter-Rush Creek Section of FAS 556 in Grant County has been examined in this office and found to be generally consistent with the project as requested by the county and approved by the Highway Commission with one exception. The county has requested that the graded or roadbed width be reduced from 28' as shown on the field data to 26'. The bridge shown over the Middle Fork of the John Day River will be constructed by the county with county forces. Please advise this office when the quantities have been revised and the estimated cost determined.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

cc: V. G. O'Neil

NOTED
J. F. HAGEMANN

NOTED
V. R. JONES

August 12, 1954

FAS 556

Grant County Court
Court House
Canyon City, Oregon

NOTED
Harold C. A

Gentlemen:

On August 9th the Highway Commission approved for construction with Federal Aid Secondary funds the project in Grant County as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Preparation of plans and specifications and approval by the Bureau of Public Roads are now required prior to contracting the proposed project. Preliminary engineering will be handled by our Division Office in La Grande and will proceed as rapidly as available engineering personnel will permit.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

GRANT COUNTY
PROPOSED PROJECT

FAS 556 - Ritter-Rush Creek Section, Approximately 7 Miles, $103,000. This section extends from Ritter to the west end of the Rush Creek-Granite Creek Section of the Ritter Road presently under contract.

The proposed project is to grade and drain only with Grant County to place a crushed rock or gravel surfacing with county forces at county expense after completion of the FAS project. For sidehill cut and fill sections the same typical section as used on the Rush Creek-Granite Creek Section is satisfactory to the county; however, the county has requested that the subgrade width be increased to 28' on any section other than sidehill cut and fill. The reason for this is to permit the county to place the surfacing to a uniform top width. The county plans to surface into the hill side ditch on sidehill sections, thus obtaining approximately a 26' finished top width.

7/9/54

GRANT COUNTY ROAD DEPARTMENT
CANYON CITY, OREGON

NOTED
V. R. JONES

June 22, 1954

NO[illegible]

NOTED
J. F. HAGERMANN

Oregon State Highway Dept.
Salem, Oregon

Attn: John F. Hagermann

Dear Sir:

We understand that to be eligible to have an FAS project approved, we must inform your department that we have money available for the work.

We have this money available, and are quite anxious for another contract to be awarded on FAS 556. We hope that this project will be extended this year.

As we are setting up our crushing plant to surface the section of road which will be finished soon, it would be greatly to our advantage to be able to surface all of it at the same time.

Yours truly,

O. L. Dickens

O. L. Dickens
County Judge

OLD:acj

Phoned Judge Dickens
June 25th O.K.
J.F.H.

RECEIVED
JUN 23 1954
ENGINEER
[illegible]IONS

S-247(6) Crow-Gillespie Corner Sec., 1954
Territorial Hwy.

#4330

S-247(6) Crow-Gillespie Corner Sec., 1954
Territorial Hwy.
#4330

RECEIVED
OCT 30 1956
FOR FILING

S-247 (1)

45[illegible]

October 30, 1956

Thompson & Sahlstrom
Attorneys at Law
874 Willamette Street
Eugene, Oregon

ATTENTION: Mr. E. B. Sahlstrom

Dear Mr. Sahlstrom:

Just received is your letter of October 29, 1956, with further reference to the claims of your clients, Elva McCulloch, Tom Holland and George Wittemyer.

I am referring your letter to the Highway Chief Counsel, Mr. C. W. Enfield. He informs me that he will write you on the subject.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

HBG:dc
cc: C. W. Enfield

THOMPSON & SAHLSTROM
ATTORNEYS AT LAW
874 WILLAMETTE STREET
EUGENE, OREGON

HALE G. THOMPSON
E. B. SAHLSTROM
J. DANIEL GIVAN

TELEPHONE
DIAMOND 4-5251

October 29, 1956

Oregon State Highway Department
Salem
Oregon

Attention: H. B. Glaisyer, Secretary

Re: Elva McCulloch, Tom Holland
and George Wittemyer

Dear Mr. Glaisyer:

On June 28, 1956, your informed us by letter that the claims of the above named clients would be referred to the Commission's Chief Counsel, Mr. C. W. Enfield.

To this date, no action has been taken on these claims and we are instructed by our clients to file actions on their behalf within ten days from this date unless we hear further from you.

For your further information, there are enclosed the specific, detailed claims of each of these clients.

Yours very truly

THOMPSON & SAHLSTROM

E. B. Sahlstrom

RECEIVED
OCT 30 1956
OREGON
STATE HIGHWAY COMMISSION

EBS/bcs
enc.

ACKNOWLEDGED
H. B. GLAISYER

Claim of Tom M. Holland

Ten acres damaged by washing - $300.00 per acre	$3,000.00
50 rods of fence washed out - $3.00 per rod	150.00
Cattle pass cannot be used during winter months and cattle cannot get from barn to pasture	1,000.00
Total damage	$4,150.00

Claim of Elva McCulloch

Fences washed down	250.00
10 acres erosion and crop loss - $300 per acre	3,000.00
Water damage to house, barn and for non-use	1,750.00
Total damage	$5,000.00

Claim of George Wittemyer

Two bridges washed out	500.00
Damage from non-use of pasture	1500.00
Additional erosion caused by road	500.00
Total Claim	$ 2,500.00

RECEIVED
JUN 29 1956
FOR FILING

3-3471
4339

June 28, 1956

Thompson & Sahlstrom
Attorneys at Law
874 Willamette Street
Eugene, Oregon

Attention: Mr. E. B. Sahlstrom

Gentleman:

This will acknowledge your letter of June 26, 1956 in which you ask that prompt action be taken to remedy the condition to prevent further water from damaging property of your clients.

I have referred your letter to the State Highway Engineer, and it is my understanding that he has referred it to the Commission's Chief Counsel, Mr. C. W. Enfield. No doubt you will hear from Mr. Enfield shortly.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

Salem, Oregon
June 28, 1956

Claim of Elva McCulloch

Mr. C. W. Enfield

Herewith copy of a letter from E. B. Sahlstrom, an attorney in Eugene, having reference to the claim of Elva McCulloch. This matter was previously referred to you in my letter of May 24, 1956.

G. S. Paxson

GSP:gm
Encl.

cc Mr. H. B. Glaisyer

THOMPSON & SAHLSTROM
ATTORNEYS AT LAW
874 WILLAMETTE STREET
EUGENE, OREGON

HALE G. THOMPSON
E. B. SAHLSTROM
J. DANIEL GIVAN

TELEPHONE
DIAMOND 4-5251

June 26, 1956

State Highway Commission
Salem
Oregon

Attention: H. B. Glaisyer

Re: Elva McColloch

Dear Mr. Glaisyer:

On May 8, 1956, you informed us that you were referring our previous letter to R. H. Baldock, State Highway Engineer, for his consideration. We have heard nothing from you since.

Adjoining landowners, Tom Hollard and George Wittemyer join in the request with our client that you take some prompt action to remedy the condition so as to prevent further water damage to their property.

We shall expect to hear from you within the next ten days.

Yours very truly

THOMPSON & SAHLSTROM

E. B. Sahlstrom

E. B. Sahlstrom

ACKNOWLEDGED
H. B. GLAISYER

EBS/bcs

RECEIVED
JUN 27 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 29 1956
FOR FILING

5-741([illegible])

4

Salem, Oregon
May 24, 1956

Claim of Mr. Elva McCulloch

Mr. C. W. Enfield

Herewith copies of correspondence and reports concerning the claim of Elva McCulloch for damage to property above the Coyote Creek Bridge on the Territorial Highway in Lane County. These are as follows:

1. Letter from Mr. Young to Mr. Smith dated 12-9-54.
2. " " " Putnam to Mr. Edwards dated 12-27-55.
3. " " " " " " " " 2-2-56.
4. Report from Mr. Edgerton to Mr. Paxson dated 3-12-56.
5. Letter from Mr. Paxson to Mr. McCulloch dated 3-13-56.
6. Letter from Mr. Sahlstrom to the Highway Commission dated 5-7-56.

In accordance with our conversation, you were to take this matter up with Mr. Sahlstrom.

G. S. Paxson

GSP:gm

Encls.

NOTED
G. S. PAXSON

FORM 230—60M—11-55—90234

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 23, 1956

SUBJECT: Damage to property of
Elva McCulloch., Territorial Hwy.

To: E. A. Collier
Maintenance Engineer
Salem, Oregon

We are in receipt of your letter of May 21 concerning the above subject. I believe an investigation and report of this thing has been made with Jim Putnam handling the field work.

I have attached a copy of a letter from G. S. Paxson to Mr. Elva McCulloch for your reference. If you wish us to go into this again we will be glad to do so.

Larry Rulien
Larry Rulien
Office Engineer

LR/dls
encl.

REVISED 2-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

IN REPLY PLEASE REFER TO

May 8, 1956

Thompson & Sahlstrom
Attorneys at Law
874 Willamette Street
Eugene, Oregon

Attention: Mr. E. B. Sahlstrom

COPY

Gentlemen:

Received in this morning's mail was your letter of May 7, 1956 concerning damage to the property of your client, Elva McCulloch, on the Crow-Veneta-Drain Highway (Territorial Highway) caused by highway construction. Noted is your request to have someone from the Engineering Department contact either your office or your client directly regarding this matter.

I am referring your letter to the State Highway Engineer, Mr. R. H. Baldock, for his consideration.

Respectfully yours,

H B Glaisyer

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: R. H. Baldock ✓

NOT D
E A COLLIER

REFERRED TO
Williams
By State Highway Engineer

Please ask
Tom Edmonson
to contact these
people + report

RECEIVED
MAY 9 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Rec'd 5-16-56
[illegible]

Springfield, Oregon
April 12. 1956

Oregon State Highway Dept.
Salem, Oregon.

Gentlemen:-

In answer to your letter of March 2, 1956 stating from your investigation, it does not show that the highway construction was the cause of the additional flood height on my property, also that installation of any equalizing structures in the embankment would help the situation.

I want to say that I know from facts, as the water measured two feet higher on the west side of the embankment than on the East side. and my buildings are all on the west side. my buildings have stood here for fifty years and never has it been known to be in my buildings.

1956

CSP:gm

Assistant State Highway Engineer

Springfield, Oregon
April 12. 1956

Oregon State Highway Dept.
Salem, Oregon.

Gentlemen:-

In answer to your letter [illegible] March [illegible]. Taking from your investigations it does not show that the highway construction was the cause of the additional flood height on my property, also that installation of any equalizing structures in the embankment would help the situation.

I want to say that I know [illegible] the water measured two feet higher on the West side of the embankment than on the East side. And my buildings are all on the west side. My buildings have stood here for fifty years and never has it been known to be in my buildings.

OSP:gm

Assistant State Highway Engineer

This year I had at least six inches of water standing in the floor of my buildings.

I called your engineers out here before the road was built, asking them to make a study of the flow of water. Also I told them then, that if they put the grade across the [illegible] below. it by shutting off the flood plain lying to the east of the embankment they would flood me out. But as they know it did me no good to talk to them.

I want to state very plainly that something must be done to remedy this situation, or I will have to take other measures to do so.

We have laws that states that even the State Highway Department cannot build a dam across ones property and flood a man.

NGINEER
HWY. ENGR.
HWY. ENGR.

OSP:gm

Assistant State Highway Engineer

building.

Yours truly.
Elva Mc Culloch
Rt. 1. Box 511A.
Springfield Ore.

RECEIVED
APR 13 1956
OREGON
STATE HIGHWAY COMMISSION

GSP:gm

G. S. Paxson
Assistant State Highway Engineer

FORM 2-123 [illegible] REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
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M. K. McIVER, MEMBER
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H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 13, 1956

Mr. Elva McCulloch
3250 Virginia Street
Springfield, Oregon

Dear Sir:

Our Resident Engineer, Mr. J. F. Putnam, reported to this office on your complaint that highway construction adjacent to your property upstream from the new Coyote Creek Bridge on the Territorial Highway in Lane County had increased the height of floodwater on this property and had thereby caused additional damage. We have made a very careful study of this condition and have been unable to substantiate the claim that the highway construction contributed to any appreciable extent to the height of floodwater at your buildings.

The flood of December 21, 1955 was occasioned by a rainfall of approximately 4.8 inches in a two-day period. This is considerably greater than previous records of rainfall. The total flow of Coyote Creek during this flood was approximately 10 per cent more than the flow in any previously recorded flood. The water marks which were pointed out to our Resident Engineer as the flood height in previous floods was about 6 inches lower than the flood height in December 1955. At the gaging stations on Coyote Creek near Crow, the flood height was more than 1 foot higher in December 1955 than previously recorded floods. Elevations on the water surface at the new Coyote Creek Bridge show that the structure was passing all floodwater without raising the water surface on the upstream side of the structure. The 50 to 60 acres of flood plain lying to the east of the embankment near your property would not provide a large enough area to have any appreciable effect as an equalizing basis.

From our investigation, it does not seem that the highway construction was the cause of the additional flood height on your property but that this flood height was due entirely to the magnitude of the storm which caused the flood. In our opinion, the installation of any equalizing structures in the embankment would not help your situation.

Very truly yours,

R. H. Baldock
State Highway Engineer

1956

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. C. W. Enfield
Mr. Tom Edwards

GSP:gm

A

July 27, 1956

NOTED
W. C. WILLIAMS

FINAL COST ANALYSIS
Grade and Pave

Crow - Gillespie Corner
Contract No. 4330

Territorial Highway
Prefix No. 120-1003-201 (41)

Warren Northwest, Inc., Contractor
J. F. Putman, Resident Engineer

	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
(1) Clearing and Grubbing	100%	All	$ 8,500.00	$ 5,807.66	$ 5,807.64	$ 8,500.00
(1) Removal of Bridges	100%	All	2,000.00	1,906.03	1,906.03	2,000.00
(1) Drainage Excav. Unclass.	1,354.85	Cu.Yd.	2.50	2.52	3,423.19	3,387.13
(1) Gen. Excav. Unclass.	111,914.8	Cu.Yd.	0.30	0.34	38,792.85	33,574.44
(1) Short Overhaul	246,380.8	Yd.Sta.	0.015	0.017	4,270.73	3,695.71
(1) Long Overhaul	3,475.3	C-Yd.Sta.	0.40	0.46	1,606.19	1,390.12
(1) Blade Grader	248	Hrs.	9.00	7.98	1,979.26	2,232.00
(1) Finish.R/B & Slopes	3.77	Miles	1,000.00	974.83	3,675.13	3,770.00
(1) Rounding Cut Banks	7,872	L.F.	0.17	0.19	1,524.25	1,338.24
(1) 12" Concrete Pipe	1,764	L.F.	1.85	1.63	2,877.94	3,263.40
(1) 18" Concrete Pipe	1,125	L.F.	3.35	3.18	3,587.48	3,768.75
(1) 24" Concrete Pipe	330	L.F.	4.65	4.47	1,477.43	1,534.50
(1) 30" Concrete Pipe	111	L.F.	5.75	5.56	617.33	638.25
(1) 36" Concrete Pipe	183	L.F.	7.10	6.93	1,269.21	1,299.30
(1) 48" Concrete Pipe	48	L.F.	14.10	13.77	661.25	676.80
(1) 36" Corr. Metal Pipe	13	L.F.	14.50	14.16	184.16	188.50
(1) Salv. Culvert Pipe	72	L.F.	4.00	3.93	283.42	288.00
(2) Class "A" Concrete	124.62	Cu.Yd.	49.50	49.50	6,168.69	6,168.69
(2) Metal Reinforcement	20,387	Lb.	0.125	0.125	2,548.38	2,548.38
(1) Loose Riprap	394.8	Cu.Yd.	3.00	2.75	1,085.44	1,184.40
(3) 2½-0 Mat. in Base	44,905.5	Cu.Yd.	1.95	1.71	76,766.08	87,565.73
(3) 3/4-0 Mat.in Base & Shoulders	11,357.5	Cu.Yd.	2.30	2.24	25,448.82	26,122.25
(4) Sprinkling	2,155.9	M-Gal.	2.00	1.76	3,810.97	4,311.80

[illegible] A

July 27, 1956

NOTED
W. C. WILLIAMS

FINAL COST ANALYSIS
Grade and Pave

Crow - Gillespie Corner
Contract No. 4330

[illegible]

Territorial Highway
Prefix No. 120-1003-201 (41)

Warren Northwest, Inc., Contractor
J. F. Putman, Resident Engineer

	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
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(1) Drainage Excav. Unclass.	1,354.85	Cu.Yd.	2.50	2.52	3,423.19	3,387.13
(1) Gen. Excav. Unclass.	111,914.8	Cu.Yd.	0.30	0.34	38,792.85	33,574.44
(1) Short Overhaul	246,380.8	Yd.Sta.	0.015	0.017	4,270.73	3,695.71
(1) Long Overhaul	3,475.3	C-Yd.Sta.	0.40	0.46	1,606.19	1,390.12
(1) Blade Grader	248	Hrs.	9.00	7.98	1,979.26	2,232.00
(1) Finish.R/B & Slopes	3.77	Miles	1,000.00	974.83	3,675.13	3,770.00
(1) Rounding Cut Banks	7,872	L.F.	0.17	0.19	1,524.25	1,338.24
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(1) 24" Concrete Pipe	330	L.F.	4.65	4.47	1,477.43	1,534.50
(1) 30" Concrete Pipe	111	L.F.	5.75	5.56	617.33	638.25
(1) 36" Concrete Pipe	183	L.F.	7.10	6.93	1,269.21	1,299.30
(1) 48" Concrete Pipe	48	L.F.	14.10	13.77	661.25	676.80
(1) 36" Corr. Metal Pipe	13	L.F.	14.50	14.16	184.16	188.50
(1) Salv. Culvert Pipe	72	L.F.	4.00	3.93	283.42	288.00
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(2) Metal Reinforcement	20,387	Lb.	0.125	0.125	2,548.38	2,548.38
(1) Loose Riprap	394.8	Cu.Yd.	3.00	2.75	1,085.44	1,184.40
(3) 2½-0 Mat. in Base	44,905.5	Cu.Yd.	1.95	1.71	76,766.08	87,565.73
(3) 3/4-0 Mat.in Base & Shoulders	11,357.5	Cu.Yd.	2.30	2.24	25,448.82	26,122.25
(4) Sprinkling	2,155.9	M-Gal.	2.00	1.76	3,810.97	4,311.80

Contract No. 4330

	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Class "B" Asph. Conc.	20,476.56	Tons	$ 5.52	$ 5.589	$ 114,446.33	$ 113,030.39
RS 1 Asph. in Tack Coat	9.9	Tons	55.00	45.05	446.03	544.50
3/4-½ Cr. Mat. in S.P.	1,224.13	Cu.Yd.	2.20	2.20	2,693.09	2,693.09
½"-¼" Cr. Mat. in S.P.	1,291.83	Cu.Yd.	2.20	2.20	2,842.03	2,842.03
¼"-0 Cr. Mat. in S.P.	628.99	Cu. Yd.	2.20	2.20	1,383.78	1,383.78
(1) PA #1 84" Corr. Metal Pipe	166	L.F.	48.00	44.90	7,453.93	7,968.00
(1) PA #2 Install Mail Box Post	25	Each	7.00	6.69	167.49	175.00
(1) PA #3 6" Perf. Metal Drain Pipe	265	L.F.	2.00	1.58	420.49	530.00
(1) PA #3 3/8-0 Backfill in Drains	29.44	Cu.Yd.	6.00	6.25	184.23	176.64
PA #4 RC 3 Asph. in Binder	155.54	Tons	45.00	34.97	5,436.19	6,999.30
PA #4 3/4"-0 Mat. in Binder	1,014	Cu.Yd.	4.25	3.26	3,310.95	4,309.50
PA #6 RS-2 Asph. in Seal Coat	88.93	Ton	50.00	42.29	3,760.75	4,446.50
PA #6 Agg. in Seal Coat	564	Cu.Yd.	6.75	4.64	2,618.29	3,807.00
(2) PA #7 Cement adj. in Favor of Contractor	4.6	Bbl.	4.27	—	—	19.64
S.P. Screen Rej. in S.P.	34.7	Cu.Yd.	0.25	0.25	8.68	8.68
S.P. Haul on Screen Rej.	38.1	Yd.Mi.	0.12	0.12	4.57	4.57
S.P. Haul Adj. in Favor of State	5,031.9	Yd.Mi.	0.10	—	—	-503.19
Force Account					1,413.86	1,536.42
					$ 336,361.96	$ 349,418.24

(1) Work done all or in part by Durbin Bros.
(2) Work done all or in part by Snook Bros.
(3) Work done all or in part by Tuss Bros.
(4) Work done all or in part by Wm. Anderson.

Contract No. 4330

	Gross Revenue	Total Cost	Net Profit Or Loss	% Profit or loss of Gross Rev.
Warren Northwest	$ 266,439.04	$ 251,478.68	$ 14,960.36	+ 8.9
Durbin Brothers	82,979.20	84,883.28	- 1,904.08	- 2.0
	$349,418.24	$ 336,361.96	$ 13,056.28	+ 3.7

Gross Revenue	$ 349,418.24
Total Cost	336,361.96
Net Profit	$ 13,056.28

Net Profit equals 3.7% of Gross Revenue

Contract No. 4330

DETAIL OF COSTS
Warren Northwest, Inc.

Labor				$ 14,537.78	
Labor Ins.				1,058.10	
Health and Welfare				609.30	
					$ 16,205.18
Materials:					
2½"-0 Agg. in Base	44,905.5 c.y.	at	$ 1.25	56,131.87	
3/4"-0 Agg. in Base & Shoulder	11,321.5 c.y.	at	1.40	15,963.32	
Paving Aggregate	19,241 Tons	at	1.40	26,937.40	
3/4"-0 Agg. in S.P.	1,224.13 c.y.	at	2.20	2,693.09	
¼"-½" Agg. in S.P.	1,291.83 c.y.	at	2.20	2,842.03	
¼"-0 Agg. in S.P.	628.99 c.y.	at	2.20	1,383.78	
100-120 Asph.	1,243.32 Tons	at	28.19	35,606.89	
RS 1 in Tack	9.9 Tons	at	31.16	308.48	
3/4"-0 Agg. in Binder	1,014 c.y.	at	1.60	1,622.70	
RC 3 Asph. in Binder	155.54 Tons	at	31.88	4,959.21	
Agg. in Seal	564 C.Y.	at	3.15	1,776.60	
RS 2 Asph. in Seal	88.93 Tons	at	35.72	3,533.78	
Fuel Oil and Power				6,142.95	159,902.10
Equipment Rental & Misc. Expense:					
Equipment Rental (Own)				10,186.62	
Equipment Rental (Hired)				10,895.30	
Gas, Oil, and Grease				1,517.76	
Liability Insurance				1,555.87	
Bond				1,354.04	
Sundry Expense				493.65	
Small Tools				202.31	
Travel Expense				443.88	
Telephone and Telegraph				153.16	
Freight				5,006.54	
Home Office and General Overhead				8,353.43	
					38,162.56
Paid Snook Brothers				8,717.07	
Paid Tuss Brothers				24,973.92	
Paid Wm. Anderson				3,517.85	
					37,208.84

TOTAL COST -------------- $251.478.68

Contract No. 4330

DETAIL OF PAVING COSTS

	Quantity	Unit	Total Cost	Unit Cost
Move in and Set Up	20,476.52	Tons	$ 9,145.32	$ 0.446
Feed Plant	"	"	1,727.37	0.084
Mix	"	"	21,160.25	1.034
Aggregate	"	"	26,937.40	1.316
100-120 Asphalt	"	"	35,606.89	1.738
Haul to Road	"	"	11,124.26	0.543
Street Work	"	"	8,744.84	0.428
	20,476.52	Tons	$114,446.33	$ 5.589

Total Plant Time	141.5	hours
Down Time	14.0	hours
Operating time	127.5	hours

$$\text{Average Production per Hour} = \frac{20,376.52}{127.5} = 159.8 \text{ Tons}$$

Contract No. 4330

DETAIL OF COSTS
Durbin Brothers, Contractors

Labor					$ 30,364.69	
Labor Insurance					1,940.30	
Health and Welfare					1,121.65	$ 33,426.64
Materials:						
12" Concrete Pipe	1,764	L.F.	at	$ 0.95	1,675.80	
18" Concrete Pipe	1,125	L.F.	"	1.90	2,137.50	
24" Concrete Pipe	330	L.F.	"	2.85	940.50	
30" Concrete Pipe	111	L.F.	"	3.60	399.60	
36" Concrete Pipe	183	L.F.	"	4.75	869.25	
48" Concrete Pipe	48	L.F.	"	9.00	432.00	
36" Corr. Metal Pipe	13	L.F.	"	7.35	95.55	
36" Bands	2		"	7.35	14.17	
Loose Riprap Mat.	394	c.y.	"	0.75	295.50	
3/8"-0 Backfill Mat.	29.44	c.y.	"	3.90	114.82	
84" Corr. Metal Pipe	166	L.F.	"	29.06	4,823.96	
84" Bands	7		"	58.12	406.84	
6" Perf. Metal Pipe	265	L.F.	"	0.74	196.10	
6" Bands	14		"	0.74	10.36	
3/4-0 Mat. in Base	36	c.y.	"	1.40	50.40	
Cement	32	Sacks	"	1.38	44.16	
Lumber					103.47	12,609.98
Equipment Rental and Misc. Expense:						
Equipment Rental (Own)					26,382.27	
Equipment Rental (Fully Oper.)					2,196.11	
Gas, Oil, and Grease					5,005.21	
Powder and Caps					1,917.32	
Bond					622.34	
Pl and Pd Ins.					379.56	
Small Tools					197.56	
Home Office and General Overhead					2,146.29	38,846.66

TOTAL COST - - - - - - - - - - - - - - $ 84,883.28

Remarks:

This was a "Federal Aid Secondary Project" located on the Territorial Highway in Lane County. The north end of the project was approximately 0.13 miles north of the Crow Store. The south end was at the junction of the Territorial Highway and a county road at Gillespie Corner. The overall length of the project was 8.01 miles.

The work to be done under the contract consisted of the construction of 3.73 miles of highway roadbed, the construction of ditches and reshaping of 4.25 miles of highway roadbed, 2 reinforced concrete box culverts, the construction of 7.98 miles of stone base, shoulders and asphaltic concrete pavement, the furnishing of 3,000 cubic yards of crushed rock in stockpiles and such additional and incidental work called for in the plans and specifications.

The project was bid and awarded to Warren Northwest, Inc., on December 7, 1954. Work began on the project on January 26, 1955 and was completed on October 3, 1955.

The principal contractor sub-contracted the items 1 to 16, 18 and 21 to Durbin Brothers, Contractors and items19 and 20 to Snook Brothers.

The Durbin Brothers, Contractors, began moving in their grading equipment consisting of 5 D8 catapillar tractors, 1 3/4-Cu.Yd. Northwest Shovel, 1 ½-Cu.Yd. Unit Backhoe, 4 DW 20 Scraper Units, 3 80 Scrapers, 1 500 Cf. Compressor, 2 Wagondrills and such other equipment necessary to work the project on January 3, 1955. They began work on January 5, 1955 excavating for the box culverts and making a channel change.

The clearing on the project was started on February 7, 1955. For this work the contractor used two D8 catapillar tractors with dozer blade and a crew varying in number from 2 to 6 men. This small crew was able to keep well ahead of the grading as the clearing for the most part was light. This work was completed during the week of May 28, 1955.

The contractor began excavating on February 3, 1955. This work progressed slowly due to wet weather at the start. As work progressed he encountered a larger quantity of rock that had to be drilled and shot than was anticipated. This caused the contractor to have a loss on the grading items.

The principal contractor purchased the 2½"-0 and 3/4"-0 aggregate from Mr. Stubblefield at the Dome Quarry. He hired Tuss Bros. to haul and place this material on the roadbed. This work began during the week ending June 25, 1955 and was completed on August 31, 1955.

During the week ending August 6, 1955, Warren Northwest, Inc. began moving in and setting up their 4,000 pound batching plant at Stubblefield's stockpile site located on a county road approximately 1.3 miles east of the Territorial Highway at Mile Point 27.67. The contractor began paving on August 18, 1955 using hired trucks to haul the material to the road. The placing was done by using a Barber Green paver, a 10 ton 3 leg roller, a two wheel tandem roller, and a crew of 7 men. This work was completed on September 8, 1955. Although the contractor had good production he showed a loss on this item due to having a low bid price.

The contractor placed the seal on the project on September 19, 1955 and completed all work on October 3, 1955.

The principal contractor, having good supervision and equipment and being able to hire some work done at prices below his bid prices, was able to make a small profit.

The sub-contractor on grading, although he had good equipment and supervision, encountered bad weather, more rock that had to be drilled and shot than anticipated, had a small loss on the project.

R. D. Asbury
Chief Cost Analyst

By - - - F. W. Sugnet

RECEIVED
MAY 9 - 1956
FOR FILING

5-247(6)

4330

May 8, 1956

Thompson & Sahlstrom
Attorneys at Law
874 Willamette Street
Eugene, Oregon

Attention: Mr. E. B. Sahlstrom

Gentlemen:

Received in this morning's mail was your letter of May 7, 1956 concerning damage to the property of your client, Elva McCulloch, on the Crow-Veneta-Drain Highway (Territorial Highway) caused by highway construction. Noted is your request to have someone from the Engineering Department contact either your office or your client directly regarding this matter.

I am referring your letter to the State Highway Engineer, Mr. R. H. Baldock, for his consideration.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: R. H. Baldock

HALE G. THOMPSON
E. B. SAHLSTROM
J. DANIEL GIVAN

THOMPSON & SAHLSTROM
ATTORNEYS AT LAW
874 WILLAMETTE STREET
EUGENE, OREGON

TELEPHONE
DIAMOND 4-5281

May 7, 1956

State Highway Commission
Salem
Oregon

Re: Elva McCulloch
Rt. #1, Box 511-A
Springfield, Oregon

Gentlemen:

The above named client has requested that we contact you with respect to water damage and the fact that you have obstructed the natural water course on his property by construction of the Crow-Veneta-Drain highway. Will you please have one of your engineers contact either this office or our client directly to correct this problem to prevent further damage.

Very truly yours,

THOMPSON & SAHLSTROM

E. B. Sahlstrom

EBS:jes

RECEIVED
MAY 8 1956
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
APR 26 1956
FOR FILING

1425(1)

April 25, 1956

Mr. Tom M. Holland
Route 5, Box 326
Eugene, Oregon

Dear Sir:

Referring again to your letter dated March 22 and the text of my acknowledgment under date of March 26, we have investigated the conditions you described resulting from excessive rainfall during the past winter, and we understand that Mr. D. J. Sage, District Maintenance Superintendent at Eugene, who made the investigation, contacted you and discussed the subject.

It is quite apparent that the concentrated rainfall in December last year resulted in exceptionally high water stages and a runoff probably in excess of all previous floods.

We do not feel that the reconstruction of the highway in that vicinity was in any way responsible for the sand or silt deposited on your land. The damage to the fence was no doubt caused by small drift, consisting of brush and debris, accumulating in the creek channel, all entirely removed from the highway. Therefore, there appears to be no liability on the part of the Highway Commission for the damage to your property.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:er

cc Mr. E. A. Collier
Mr. Tom Edwards
Mr. D. J. Sage

FORM E30—50M—2-55—62986

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 16, 1956

SUBJECT: Serial #475
Assignment #2030-WWS
Unsatisfactory drainage
condition, Tom N. Holland
1½ miles south of Crow

To:

Mr. W. W. Stiffler
Asst. State Highway Engineer
OFFICE

Herewith letter from Mr. F. D. Morgan, Assistant Division Engineer, also a letter from Mr. D. J. Sage and three photographs reporting on assignment #2030-WWS, in response to Mr. Tom N. Holland's complaint of March 22, in which he claims that the construction of the new Territorial Highway has caused the flow of water during flood stage to change and build up large deposits of sand on about ten acres of his ground. He claimed also that it washed out fences in that area. He requested that a representative come out to see him at his place one and one-half mile south of Crow, Oregon.

Mr. Sage and Mr. J. F. Putnam investigated and contacted Mr. Holland and their findings resulted in an opinion of theirs that the damage to Mr. Holland's land was negligible and that the Highway Department should not assume any responsibility to the sand deposited in his field. They find ~~that~~ only a very small amount of sand which is about eight inches deep at the most and that the fences that washed out as shown in the picture was originally alongside the edge of the timber. They think the fence washout was caused by brush and debris in the creek channel a considerable distance down stream from the highway. The dike built on the north side of the creek channel that was straightened during highway construction has protected a portion of Mr. Holland's land lying northwest of the bridge across Coyote Creek as shown in the accompanying sketch. Mr. Morgan concurs in Mr. Sage's report and recommends that the Highway Department deny any responsibility for any of the damage claimed.

E E Johnston
E. E. Johnston
Asst. Maintenance Engineer

EEJ:dl

RECEIVED
APR 17 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—37,500—2-58—62987

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 11, 1956

SUBJECT: Serial #475
Assignment #2030 W. W. S.
Drainage condition
Tom Holland 1½ miles S. of crow

To: Mr. E. E. Johnston
Asst. Maintenance Engineer

Reply is made to your assignment #2030 - W. W. S. and letter of March 27th regarding a report of damage by flow of water during flood stage from Mr. Tom Holland's farm located 1½ miles southerly from Crow and adjacent to the reconstructed Territorial Secondary Highway near M. P. 25.6.

Attached hereto is a copy of a report from Mr. D. J. Sage, District Maintenance Supt. at Eugene, regarding this complaint. Three (3) photographs of the area involved are attached to this report. Small scale tracing of highway and land involved is also submitted herewith.

I concur in Mr. Sage's report and recommend that the State Highway Department deny any responsibility for any of said damage.

The flood of this past winter was higher than any previous storm for the past ten years.

F D Morgan
F. D. Morgan
Ass't Division Engineer

FDM:bt
Enc.

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[illegible]

APR • 56 •

#3

Date 3/29/56 Assignment No. 132 TE

To D.J.Sage and J. F. Putnam

For Please jointly investigate the attached and return
all correspondence......

Tom Holland, Crow—Ser. #475, Assignm #2030-WWS

Attached Letter from E.E.Jomston and copy of letter from Tom Holland

Remarks

due 4/6/56

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rial Secondary.
S

I contacted Mr. Holland at his farm south of Crow yesterday morning and he pointed out to me, and also James Putnam, certain damage to his property which he states was caused by the construction of a new section of highway through his place.

The property in question lies on the east side of the Crow-Gillespie Corner section of the Territorial Secondary Highway and to the east and northeast of the new Coyote Creek bridge at M.P. 25.63, Engineers Station 1421. Prior to the construction of our new fill across the Coyote Creek bottom, the overflow from the creek spread out over an area approximately 1/4 of a mile in width. However, since the construction of this fill, the flood waters are confined largely to the west side of the highway and flow northerly on this side, to the aforesaid bridge. After passing beneath the structure, which is 180' in length, the flood waters then spread out again and flow northeasterly away from the highway. Mr. Holland contends, that where formerly the water spread out over a wide area on its way downstream, it is now confined to the small opening at the bridge, thereby increasing its velocity. His complaint is that this increase in velocity has carried considerable sand out into his field northeasterly from the bridge. Also, that some 300' to 400' of fence was washed out by the current. He asks for damages to his property from the sand and also from repairs. He would not specify the amount.

Pictures 1, 2 and 3 were taken from the highway fill at the north end of the bridge with the camera pointed in a northeasterly direction. The highway runs slightly west of north at this point. The flood waters, after passing through the bridge, spread out over the bottom land depositing the sand as shown. Coyote Creek is in the timber to the right. The sand is the white patch in the background of pictures 1 and 2 is about 8" deep. The fence as shown in #3 was originally along the edge of the timber on the right. There are only about 3 or 4 acres of cleared land on which sand

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
April 6, 1956

SUBJECT: Serial #475
Assignment #2030-WWS
Drainage Condition
Tom Holland - 1½ miles south
of Crow - Territorial Secondary.
Assignment 132 TE

To: Mr. Tom Edwards
Division Engineer
Roseburg, Oregon

I contacted Mr. Holland at his farm south of Crow yesterday morning and he pointed out to me, and also James Putnam, certain damage to his property which he states was caused by the construction of a new section of highway through his place.

The property in question lies on the east side of the Crow-Gillespie Corner section of the Territorial Secondary Highway and to the east and northeast of the new Coyote Creek bridge at M.P. 25.63, Engineers Station 1421. Prior to the construction of our new fill across the Coyote Creek bottom, the overflow from the creek spread out over an area approximately 1/4 of a mile in width. However, since the construction of this fill, the flood waters are confined largely to the west side of the highway and flow northerly on this side, to the aforesaid bridge. After passing beneath the structure, which is 180' in length, the flood waters then spread out again and flow northeasterly away from the highway. Mr. Holland contends, that where formerly the water spread out over a wide area on its way downstream, it is now confined to the small opening at the bridge, thereby increasing its velocity. His complaint is that this increase in velocity has carried considerable sand out into his field northeasterly from the bridge. Also, that some 300' to 400' of fence was washed out by the current. He asks for damages to his property from the sand and also from repairs. He would not specify the amount.

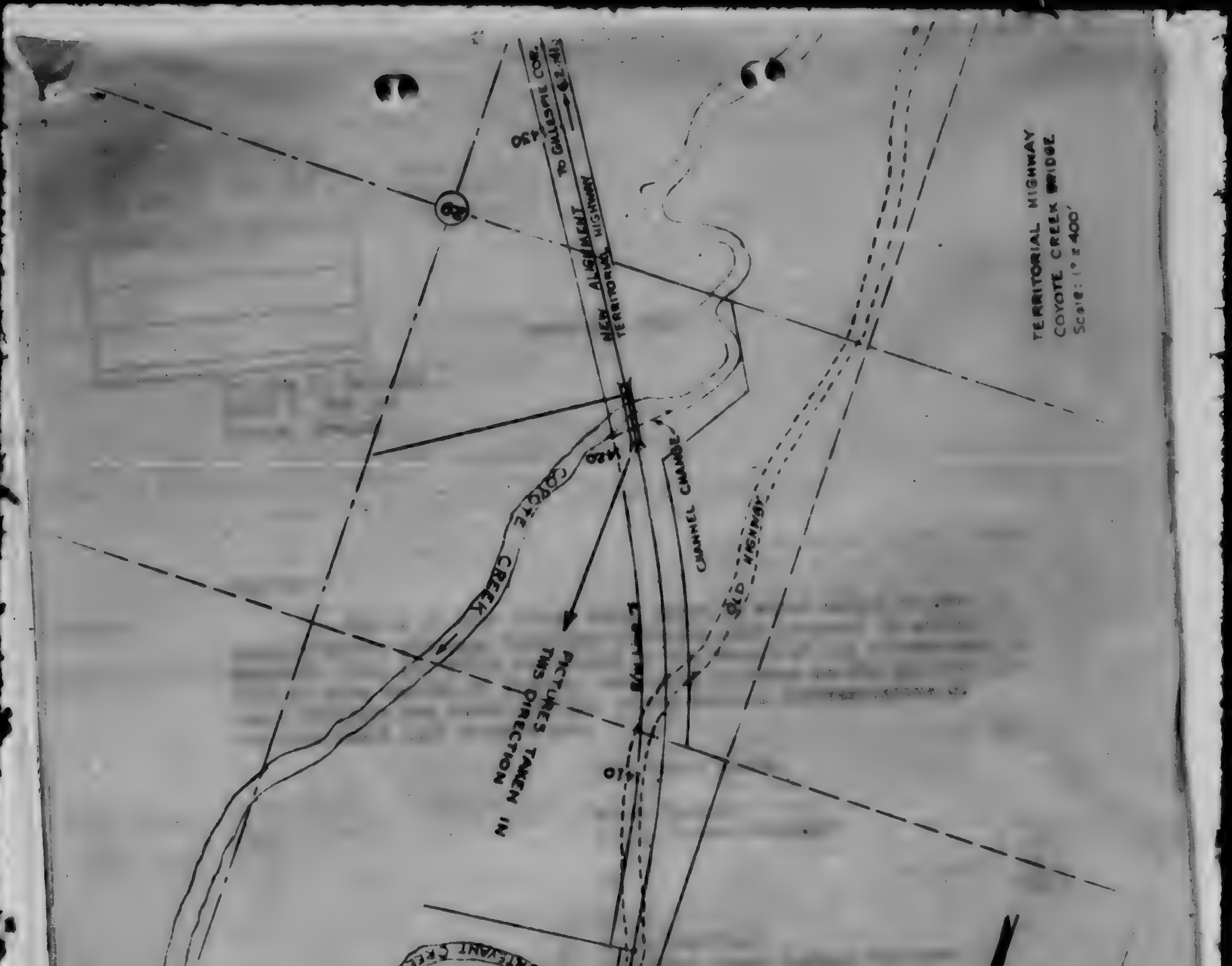
Pictures 1, 2 and 3 were taken from the highway fill at the north end of the bridge with the camera pointed in a northeasterly direction. The highway runs slightly west of north at this point. The flood waters, after passing through the bridge, spread out over the bottom land depositing the sand as shown. Coyote Creek is in the timber to the right. The sand is the white patch in the background of pictures 1 and 2 is about 8" deep. The fence as shown in #3 was originally along the edge of the timber on the right. There are only about 3 or 4 acres of cleared land on which sand has been deposited and this can be plowed under to make good pasturage. The fence washout was caused, in my opinion, by brush and debris in the creek channel considerable distance downstream from the highway. Coyote Creek follows a very tortuous and winding course in this direction. During construction of the highway, the creek channel was straightened and a dike built on the north side for a distance of approximately 400' upstream. This has protected that portion of Holland's farm land lying northwest of the bridge. There has been some erosion on the north bank of the channel change and it would be advisable to seed this for added protection.

I am of the opinion that the damage to Holland's land is negligible and that we should not assume any responsibility for the sand deposited in his field. We had a record high in flood conditions in December and the damage to farm land adjacent to Coyote Creek is apparent for several miles downstream from the Holland farm. The small amount of sand which may have come from our construction would not have hurt his field.

D. J. Sage
Dist. Maint. Supt.

DJS/ga

Enc.


TERRITORIAL HIGHWAY
COYOTE CREEK BRIDGE
Scale: 1" = 400'
NEW ALIGNMENT TERRITORIAL HIGHWAY
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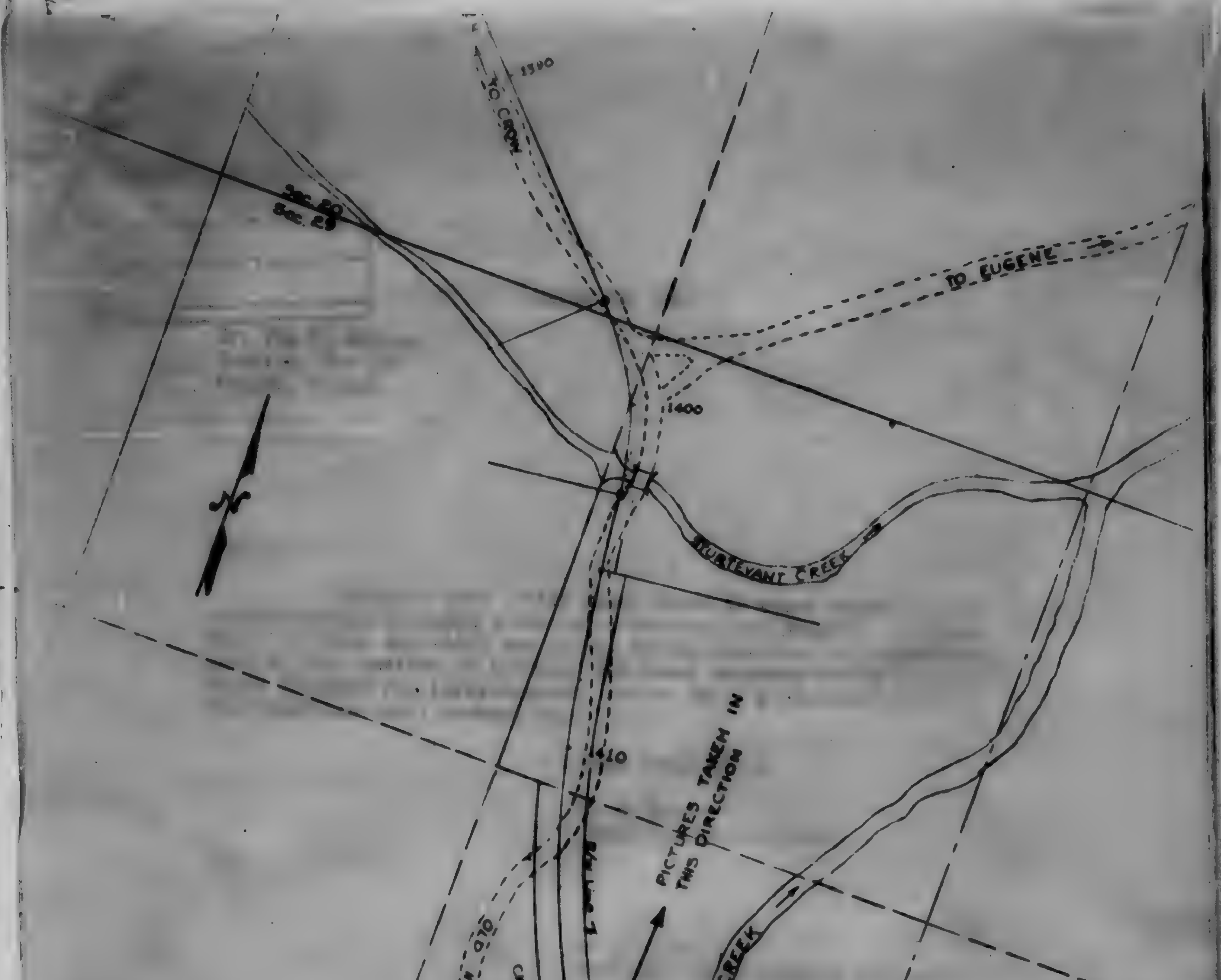

TERRITORIAL HIGHWAY
COYOTE CREEK BRIDGE
Scale: 1" = 400'

RECEIVED
MAR 27 1956
FOR FILING

March 26, 1956

Mr. Tom W. Holland
Route 5, Box 326
Eugene, Oregon

Dear Sir:

Copies of your letter dated March 22 which refers to the unsatisfactory drainage condition affecting your property 1½ miles south of Crow, and which you allege is the result of the reconstruction of this section of highway, are being referred to the Maintenance Division for investigation, during which a representative of the department will contact you.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:er

cc Mr. E. A. Collier - 2

ASSIGNMENT

Date: 3-26-56

No. 2030 By [illegible]

Description: Letter from Tom N. Holland, Rt.5 Box 326, Eugene, relative to an unsatisfactory drainage condition affecting his property 1½ miles south of Crow.

Acknowledged by_____ Referred to Mr. Collier

☒ Investigate and report with recommendation
☐ Such action as necessary and report
☐ Comment or recommendation
☐ Return with rough draft of reply
☐ Prepare reply for signature of Mr.________
☒ Contact correspondent and report

Remarks:

Executed 4-16-56 Report Received__________

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as an equalizing basis.

I have lived on our place all my life and have seen flood waters as high or about the same as this past winter. I feel that the state should pay me for the damage done to my property.

From our investigation, it does not seem that the highway construction was the cause of the additional flood height on your property but that this flood height was due entirely to the magnitude of the storm which caused the flood. In our opinion, the installation of any equalizing structures in the embankment would not help your situation.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. C. W. Enfield
Mr. Tom Edwards

GSP:gm

Eugene, Ore
Mar. 22. 1956

State Highway Road Dept.
Salem, Ore.

Dear Sirs:

Since the new highway has been built through my place, the flow of the water during flood stage has been changed, and has caused large deposits of sand on about ten acres of my land. It also washes out the fences in this area.

I have lived on this place all my life and have seen flood waters as high or about the same as this past winter. I feel that the state should pay me for the damage done to my property.

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Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. C. W. Enfield
Mr. Tom Edwards

GSP:gm

RECEIVED
MAR 13 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Will you please send a representative to see me. My place is 1½ miles south of Crow, Ore.

Yours truly,
Tom N. Holland
Route 5, Box 326

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State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. C. W. Enfield
Mr. Tom Edwards

GSP:gm

RECEIVED
MAR 13 1956
FOR FILING

[illegible]

[illegible]

March 13, 1956

Mr. Elva McCulloch
3250 Virginia Street
Springfield, Oregon

Dear Sir:

Our Resident Engineer, Mr. J. F. Putnam, reported to this office on your complaint that highway construction adjacent to your property upstream from the new Coyote Creek Bridge on the Territorial Highway in Lane County had increased the height of floodwater on this property and had thereby caused additional damage. We have made a very careful study of this condition and have been unable to substantiate the claim that the highway construction contributed to any appreciable extent to the height of floodwater at your buildings.

The flood of December 21, 1955 was occasioned by a rainfall of approximately 4.8 inches in a two-day period. This is considerably greater than previous records of rainfall. The total flow of Coyote Creek during this flood was approximately 10 per cent more than the flow in any previously recorded flood. The water marks which were pointed out to our Resident Engineer as the flood height in previous floods was about 6 inches lower than the flood height in December 1955. At the gaging stations on Coyote Creek near Crow, the flood height was more than 1 foot higher in December 1955 than previously recorded floods. Elevations on the water surface at the new Coyote Creek Bridge show that the structure was passing all floodwater without raising the water surface on the upstream side of the structure. The 50 to 60 acres of flood plain lying to the east of the embankment near your property would not provide a large enough area to have any appreciable effect as an equalizing basis.

From our investigation, it does not seem that the highway construction was the cause of the additional flood height on your property but that this flood height was due entirely to the magnitude of the storm which caused the flood. In our opinion, the installation of any equalizing structures in the embankment would not help your situation.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. C. W. Enfield
Mr. Tom Edwards

GSP:gm

FORM E-30 25M 9-51 82315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1956

SUBJECT: Elva McCulloch claim

To: Mr. G. S. Paxson

I have investigated the claim of Mr. Elva McCulloch concerning the Coyote Creek Bridge and the fill across the flood plain of Coyote Creek on the Crow-Gillespie Corner section of the Territorial Highway. This complaint was expressed verbally to Resident Engineer Putnam at his office after the flood of December 21, 1955 (see Putnam's letters of December 27 and February 2).

Mr. McCulloch contends that the fill from the bridge to about Station 1448 (see Putnam's map of January 1956) has increased the height of flooding around his house.

A similar complaint was registered by Mr. McCulloch and the adjacent property owner, Mr. Wittemyer (purchaser of the Pulley property), prior to construction by their joint letter of November 29, 1954. A report of a visit to the site by Mr. L. H. Young is given in Mr. Young's letter of December 9, 1954.

The U.S.G.S. maintains a gaging station on Coyote Creek below the mouth of Spencer Creek (listed "near Crow") about 4 miles downstream from the bridge site. The drainage areas are about 94 square miles at the gaging station and 52 at the bridge site. In the absence of any additional data, I would expect a very high correlation between the relative stages and discharges at the two points and the maximum discharge at the bridge site would be about 68 per cent of that at the gaging station. The following is a table of annual floods for the period of record at the gaging station:

Water Year*	Date	Stage**	Discharge
1941	12-21	10.61	1550
1942	12-3	12.89	5200
1943	12-8	13.60	7370
1944	2-9	9.11	623
1945	3-18	11.53	2240
1946	12-28	14.13	9260
1947	11-27	11.26	1920
1948	1-7	14.08	9080
1949	2-18	13.01	5520 ✓
1950	1-22	12.58	4380

1951	11-16	13.89	8500
1952	12-5	11.73	3160
1953	1-18	12-89	5460
1954	1-28	13.72	8120
1955	4-13	9.78	1040
1956	12-21	14.30	10000

*A water year begins October 1st of the previous calendar year.
**From gage zero of 374.0 feet.

The data for 1941 to 1952 are from published U.S.G.S. records. The data for 1953 and 1954 are from unpublished U.S.G.S. records. The data for 1955 were obtained for me by the U.S.G.S. by scanning unanalyzed records. The U.S.G.S. recorder went out of operation near the crest of the December 1955 flood. The Corps of Engineers maintains a "Telemeter" (remote sensing) gage in the same well with periodic crests being recorded at Fern Ridge. The crest of 14.3 feet is from this record. The discharge is from the U.S.G.S. rating curve. The Corps of Engineers' record at Fern Ridge shows a crest of 14.5 feet on December 26. Mr. Putnam makes no mention of higher water on the 26th than on the 21st. The Long Tom River near Noti, which usually parallels Coyote Creek near Crow very closely, crested about 5 feet lower on the 26th than on the 21st. A study of comparative elevations indicates that the stage of 14.5 feet might have been influenced by backwater from the stage in the Fern Ridge reservoir at that time. I am omitting this record for lack of confirmation.

There are two ways in which our fill might have influenced the water level in the vicinity of Mr. McCulloch's home. These are reduction of channel storage and backwater effect above the bridge.

The storage capacity of the flood plain east of the fill is so trivial as compared with the discharge of the stream as to have no measurable effect on any flood. This is particularly true of the flood of December 21st since it had a broad double-crest (see attached hydrograph at the gaging station).

In appraising the possible backwater effect of the fill, the following facts were considered:

1. The flood of December 21, ~~1956~~ 1955 was higher than the flood of February 18, 1949 by 1.4 feet above the old bridge and 1.3 feet at the U.S.G.S. gaging station.

2. There was a foot of fall from the downstream side of the old bridge to the inlet to the cattle pass at Station 1447.

3. There was 5 feet of fall from the old bridge to the new bridge.

4. There was no measurable backwater head at the bridge since marks recorded by Mr. Putnam show 422.0 feet on both sides of the structure and only 0.4 foot higher 300 feet upstream.

5. There is no sign of appreciable siltation above the bridge or scour below. These are usually present when water is backed up above a structure and accelerated through the structure.

It is my opinion that we have done Mr. McCulloch no damage and that the only effect of additional openings in the fill would be to raise the water level on the east side of the fill.

Roy C. Edgerton

RCE:gm
Attach.

FORM 230—30M—2-55—02966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1956

SUBJECT: McCulloch Complaint
Crow-Gillespie Corner
Territorial Highway

To:

Mr. G. S. Paxson
Assistant State Highway Engineer

OFFICE

Attached hereto find copies of reports from Mr. Edwards and Resident Engineer Putnam regarding subject named complaint. This matter was the subject of a report by me prior to construction. Copy of that report is also attached.

Mr. Edwards conclusion is that very little relief could be afforded by the construction of additional openings in the fill. However, I think this phase should be investigated more fully and suggest that Roy Edgerton be assigned to investigate this to determine if additional openings would relieve the situation, size of such openings and an estimate of cost. With this information the Right of Way Department can determine whether it would be more feasible to try to settle with Mr. McCulloch.

I call your attention to the third to the last paragraph in my report of December 9, 1954 to Mr. Smith. At that time I certainly did not take into account the intensity of rainfall that we have experienced this year as set out in the fifth paragraph of Mr. Edwards' letter.

L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:ep

Attach.

cc - Mr. W. C. Williams

RECEIVED
FEB 15 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—87,900—3-55—02897

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 10, 1956

SUBJECT: McCulloch Complaint
Crow-Gillespie Corner
Territorial Highway

To: Forrest Cooper
Construction Engineer
Salem, Oregon

I attach hereto correspondence concerning a complaint regarding flooding of the McCulloch property adjacent to the Crow-Gillespie Corner Section of the Territorial Highway.

Right of way was acquired on this property and line change made which in effect operates as a dike protecting properties on the easterly side of the new line with exceptions of two cattle pass installations and normal culvert installations.

As noted by the correspondence, an investigation was made of this problem prior to construction and no adjustment made as regards Mr. McCulloch's complaint. I can find no correspondence in our file nor in the right of way file which guarantees that the water would be the same elevation on each side of the highway as stated in Mr. Putnam's letter outlining Mr. McCulloch's complaint.

A tracing is attached indicating the elevations attained by the 1955 high water and by the previous high of 1949.

Your attention is directed to the fact that the 1949 flood was caused by rainfall of 2.65 inches in 24 hours and that the total rainfall in February 1949 was 9.73 inches, and that the flooding was caused in 1955 by a rainfall of 4.82 inches with a total fall in December of 19.49 inches.

On the tracing the highest elevation secured indicates a difference of approximately 2 feet in elevation on opposite sides of the new road at the southerly cattle pass and possibly as much as 1 foot in difference at the northerly cattle pass. The elevations secured show also a difference in elevation of 1 foot between the discharge at the old Coyote Creek Bridge and the intake end of the southerly cattle pass.

From the data secured I am of the opinion that very little relief could be afforded by construction of additional openings in the fill and I can not, therefore, at this time recommend expenditure for such construction. I would recommend instead that this matter be turned back to right of way and that they execute a settlement on a cash basis for release of all further claims.

No answer has been made to Mr. McCulloch. Would you kindly make reply to him based on whatever decision is reached in this matter.

Tom Edwards
Division Engineer

TE:ds
Enc.

RECEIVED
FEB 1[illegible] 1956
OFFICE OF
CONSTR[illegible]

FORM # 30X—57 500—2 56—62887

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
February 2, 1956

SUBJECT: Report of Highwater at
Coyote Creek Bridge
Crow - Gillespie Corner Section
Territorial Highway

To: Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Att. Mr. F. D. Morgan

Enclosed is a sketch map of the area near the Elva McCulloch property which was inundated during the heavy rainfall in December 1955.

Mr. McCulloch's contention is that the new highway fill acted as a dam causing higher flooding of his buildings than ever before.

By comparing the highwater elevations taken in 1949 and those taken immediately after the highwater in December 1955, the elevations taken at the upstream side of the "old" Coyote Creek bridge show that the 1955 reading is 1.4 feet higher. However, the resident in Mr. McCulloch's house pointed out the elevation of the highwater in previous floods and this mark was only 0.6 feet lower than the elevation reached in 1955.

It is assumed that the heavy rainfall in the month of February 1949 caused the flooding from which our highwater elevations for that year were obtained. Weather bureau records show a maximum of 9.73 inches during the month of February with a maximum rainfall during a 24 hour period of 2.65 inches on February 17 and 18, as compared to 19.49 inches during the month of December 1955 with a maximum rainfall during a 24 hour period of 4.82 inches on December 20 and 21. The rainfall for December 1955 is the largest rainfall on record at this station.

The water to the East of the fill was the result of the spreading out of the water after passing under the "new" Coyote Creek bridge and it attained the same elevation as the water at the bridge. The two 84 inch cattle passes were running nearly full but could not begin to carry enough water to equalize the elevation of the water on each side. There was a difference in elevation of 2 feet between the West and East end of the 84 inch cattle pass at Station 1447. The area which was cut off by the new roadbed amounts to approximately 50 to 60 acres which, in my opinion, once it was full would not reduce the height of the highwater appreciably.

J F Putnam
J. F. Putnam,
Resident Engineer

Encl.

FORM E 30X [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
December 27, 19[illegible]

SUBJECT: Flooding of McCulloch property adjacent to Coyote Creek on the Crow-Gillespie Corner Section of The Territorial Highway

To: Mr. Tom Edwards
Division Engineer
Roseburg, Oregon

Attention Mr. L. L. Chandler

Mr. Elva McCulloch, of 3250 Virginia Street, Springfield, stopped in this office to lodge a complaint about the flooding of his property in the vicinity of the old Coyote Creek Bridge on the Crow-Gillespie Corner Section of the Territorial Highway. He claims that the realignment between Stations 1413 and 1453 caused a damming action in that the fill blocked the water from the land to the East of the highway causing the elevation of the water to be two feet higher on the West side of the highway. This rise, according to Mr. McCulloch, caused excessive flooding of his property, which is /// to the West of the old highway.

He wants additional relief openings in the new grade to relieve the claimed building, as the two 24" c tile passes cannot carry the flow.

I was unable to convince Mr. McCulloch that the additional area he desired to be flooded would not alleviate the condition, and that the extra high water was caused by the heaviest rainfall on record. He insisted that he has a letter in his possession saying that the highway Commission guaranteed that the water would be the same elevation on each side of the highway and that if something was not done immediately, he was going to take it to court. I asked him to delay any action until I could pass his complaint to you. He agreed to do nothing for three weeks, but after that time, he threatened some kind of action.

I have obtained highwater elevations of the latest flood and am sending my crew out to attempt to find out just how much higher the water was this year over the past at locations which would not be affected by the new grade.

Mr. McCulloch's contention that the water was higher on the West side than on the East at the South end of the fill is correct, but I cannot feel that the fill is entirely responsible for the additional flooding he encountered. However, Mr. McCulloch was quite determined that something should be done and I feel that if someone does not contact him, the least he will do is write to Mr. Baldock.

J. F. Putnam,
Resident Engineer

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 9, 1954

SUBJECT: Crow-Gillespie Cor.
Terratorial Section
r/w Files 22493 Wittemyer
22494 McCulloch

To: H. G. Smith
Construction Engineer

Att: Forrest Cooper

Dear Sir:

Reference is made to yours and Mr. Porters letters of December 3 regarding the properties represented by the subject named files. In accordance with your instruction Mr. Reeder, Resident Engineer Putnam and myself called on these people and discussed the flooding and drainage problem with them.

We contacted these people separately but it was evident that Mr. McCulloch, who is the tenant and the brother of the owner, is most concerned about possible flood damage as a result of our construction and is taking the lead in bringing it to our attention. Mr. Wittemyer, who has but recently purchased his place, has listened to McCulloch, become alarmed and is going along for the ride.

The problem as outlined by McCulloch is as follows:

1. All of this bottom land is subject to severe flooding.

2. Water in the flood of 1950 reached within 2 feet of the floor of his house and within 2 inches of the floor of his barn or chicken house.

3. During high waters he must use hip boots to travel between his house and barn.

4. That the present road is inundated by high water to a depth of 3 feet. (opposite Sta. 1415 - 1448)

5. That a low area lies to the east of our relocated line which area fills up and conveys the water northerly till it again flows into the creek easterly of our proposed bridge Sta. 1421.

NOTED
FORREST COOPER

6. That this lower land to the east of our line is in effect a channel which by rapidly removing the water keeps the water around the farm buildings at a lower elevation.

7. That our proposed embankment will act as a dyke keeping the water from flowing into this low ground lying easterly of the line, and thus be impounded to the west; raising the water level to such an amount as to cause damage to the buildings and to generate a severe current westerly of the embankment which will erode the farm land, destroy fences, etc.

8. That the 2 - 72" cattle passes proposed through embankment along with the structure at Sta. 1421 will not equalize the heighth of water on both sides of the fill.

Mr. Wittemyers statements were substantially the same only he showed us the elevation the water had previously come to at his barn.

Indications are that the statements by Mr. McCulloch numbered 1 through 6 above are correct.

We assured both of these owners that the water would equalize. They acknowledged that if the elevation of the water on both sides of the fill was nearly the same that such would be prima facie evidence that we were not impounding more water, by our fill acting as a dyke. However, I told these gentlemen that if the elevations were materially different and resulted in raising the water to greater heighths than before it would indicate to the highway department need for an additional relief opening in our fill. That such should occur however is improbable. I have checked with Mr. F. D. Morgan who is familiar with the line and he concurs in this analysis.

I subsequently instructed Resident Engineer Putnam to get elevations of all the high water marks these gentlemen pointed out, and to secure pictures of them.

I do not believe that either of these gentlemen are convinced that we are right but do seem satisfied that they have gone on record with their prognostications. I assured Mr. McCulloch that we would investigate any complaint of higher water from him immediately upon receiving the same.

Very truly yours,

Tom Edwards,
Division Engineer

By L. N. Young

L. S. Young,
Asst. Division Engineer.

R [illegible] D

LSY/ds
cc: Don Norlin

22493
22494

Eugene, Oregon
Nov. 29, 1954

R.H. Baldcock
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Baldcock:

Your department has planned a new highway from the Crow Junction on to Gillespie Corners, which involves drastic changes of right of way through our farms.

We have given much time studying the effect these changes will have on our places, especially to the matter of the change in the flow of water during flood times.

At present, during such flood time, there is just enough drainage to prevent major damage and possible moving of farm buildings and homes.

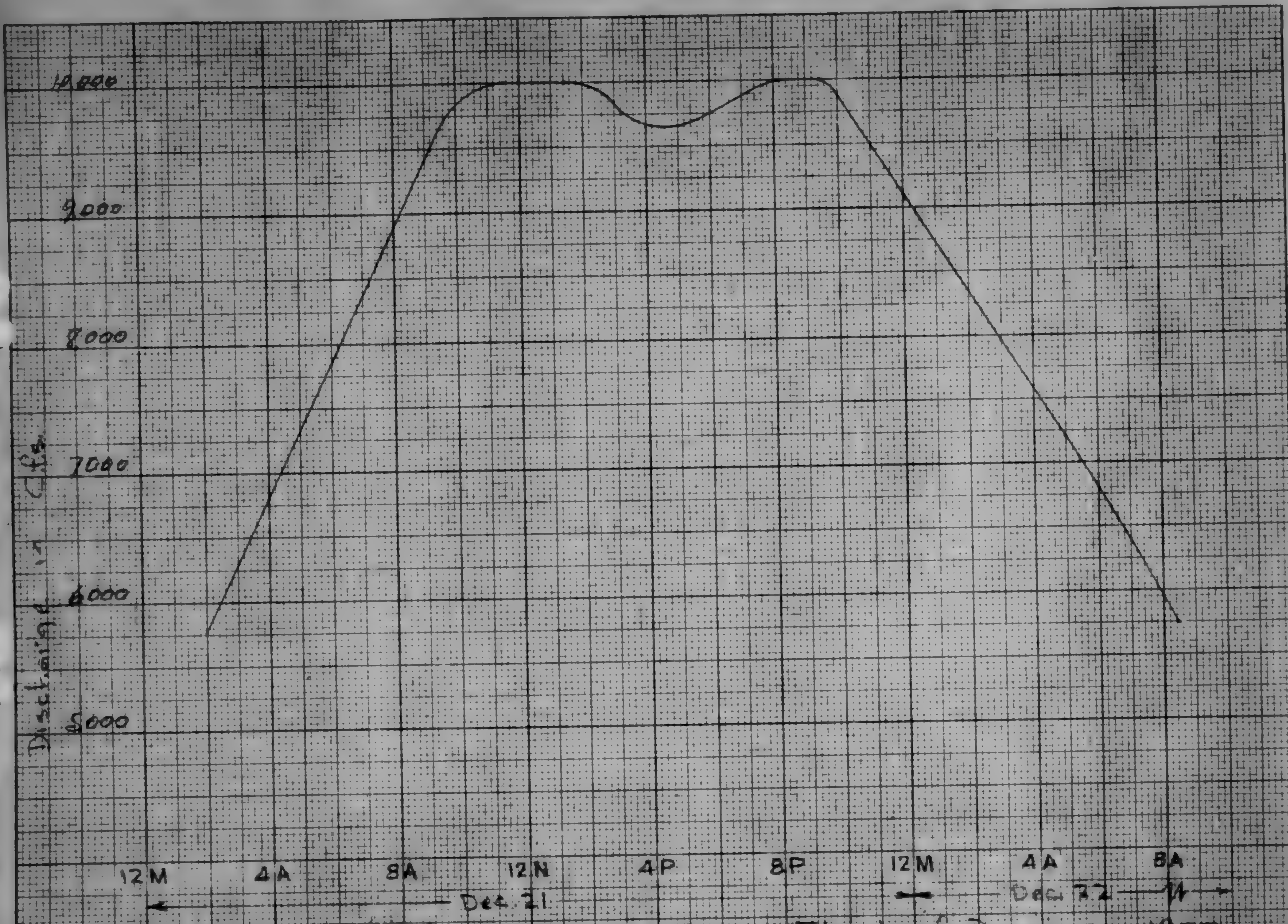
If the present grade anticipated is completed, we feel the damage will be much greater than at the present time; so we earnestly request you to meet with us to study the flow of water and possible consequences.

Any time that will meet your convenience will be fine with us, if you would notify us as to such time.

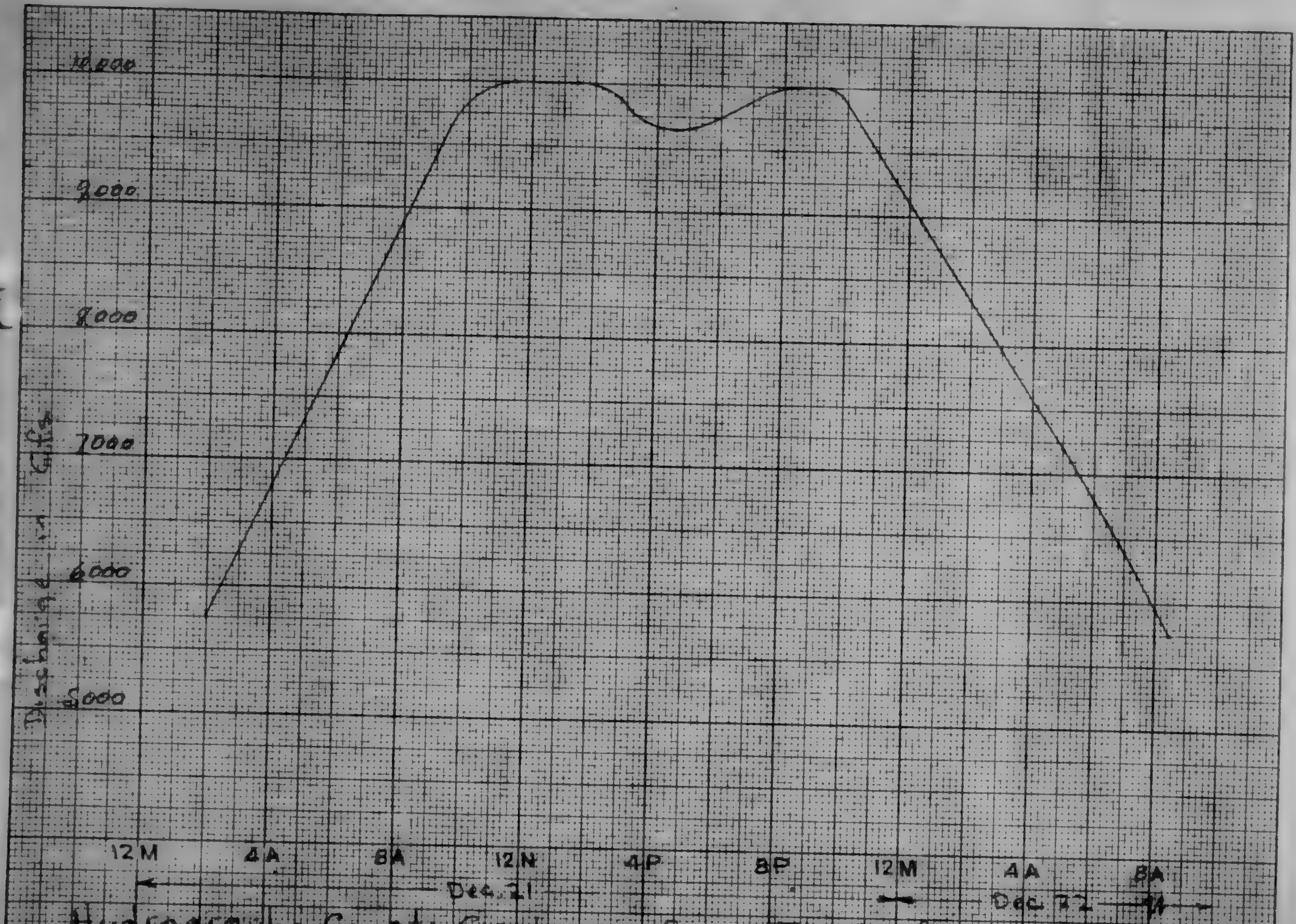
Sincerely yours,
George Wittemyer
George Wittemyer

Elva McCulloch
Elva McCulloch

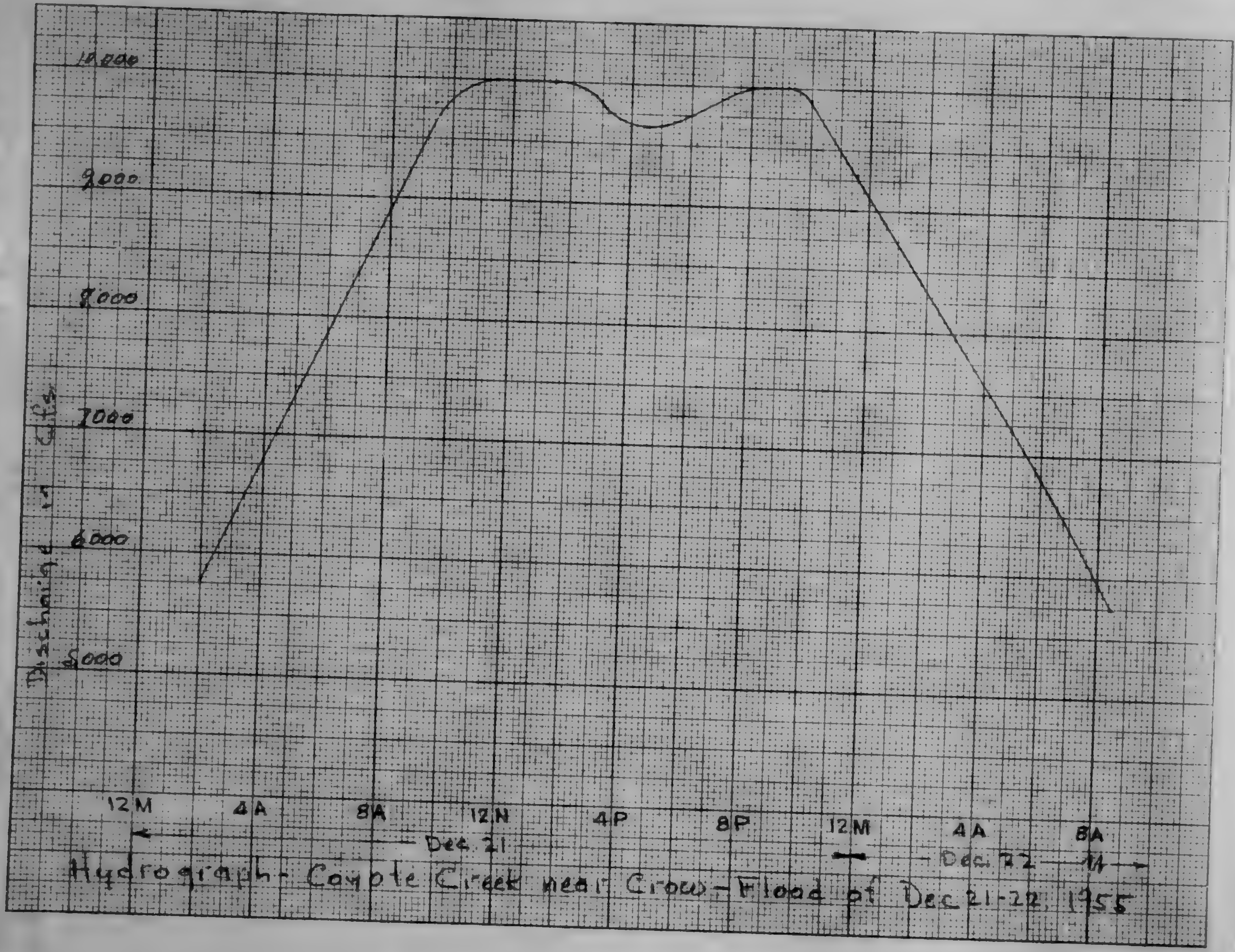
NOTED
E. F. Chidsey



Hydrograph - Coyote Creek near Crow - Flood of Dec 21-22, 1955

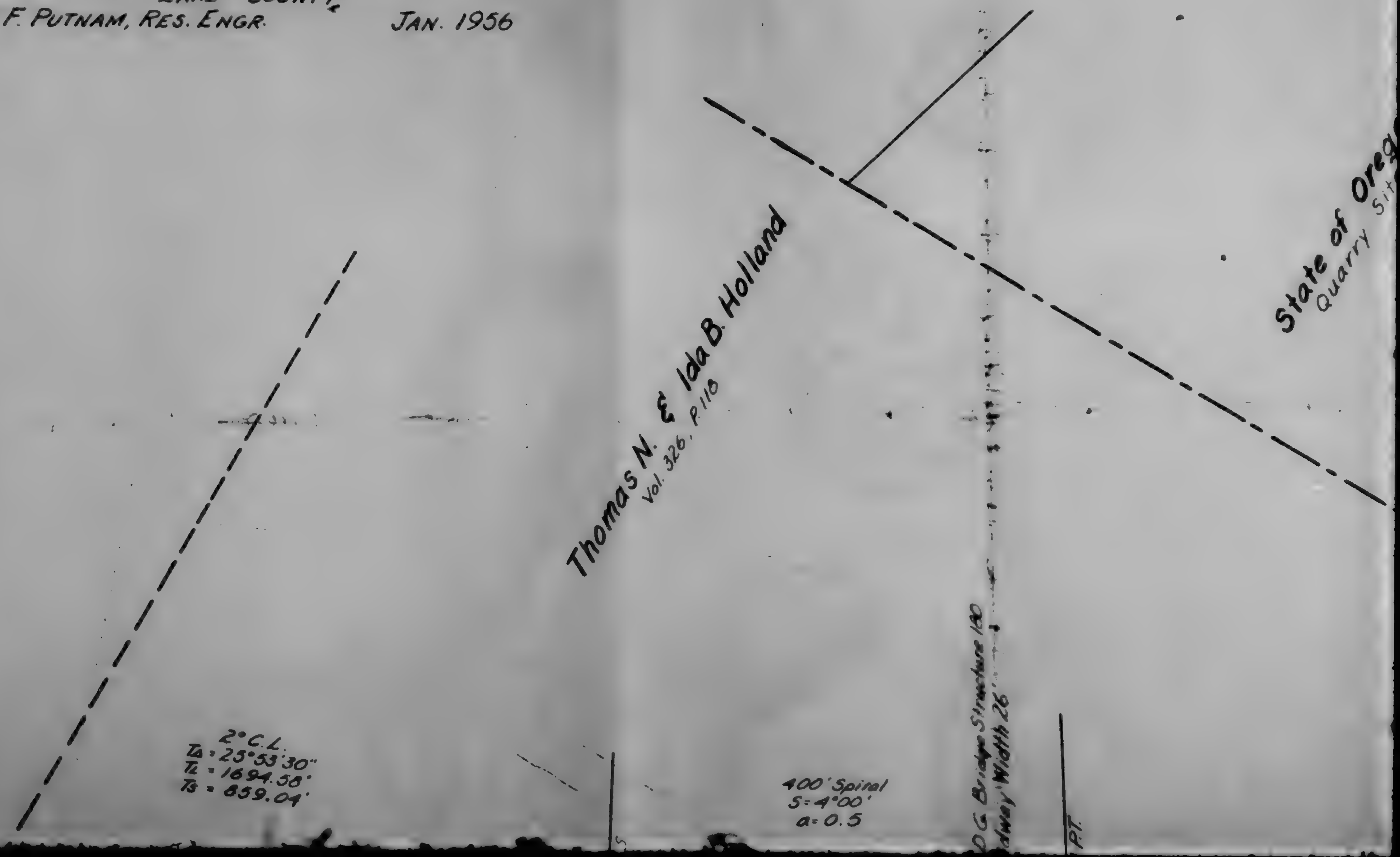


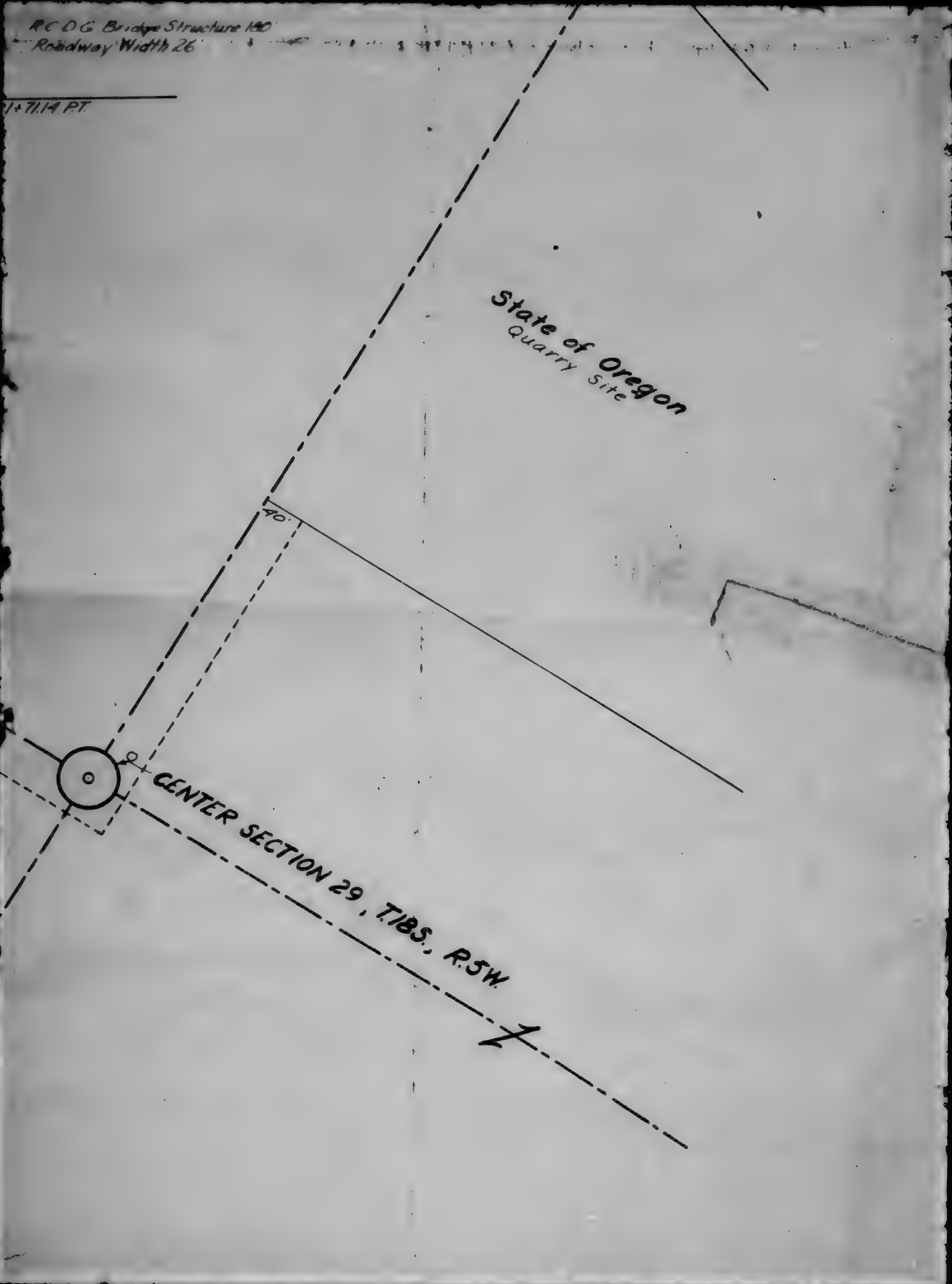
Hydrograph - Coyote Creek near Crow - Flood of Dec 21-22, 1955

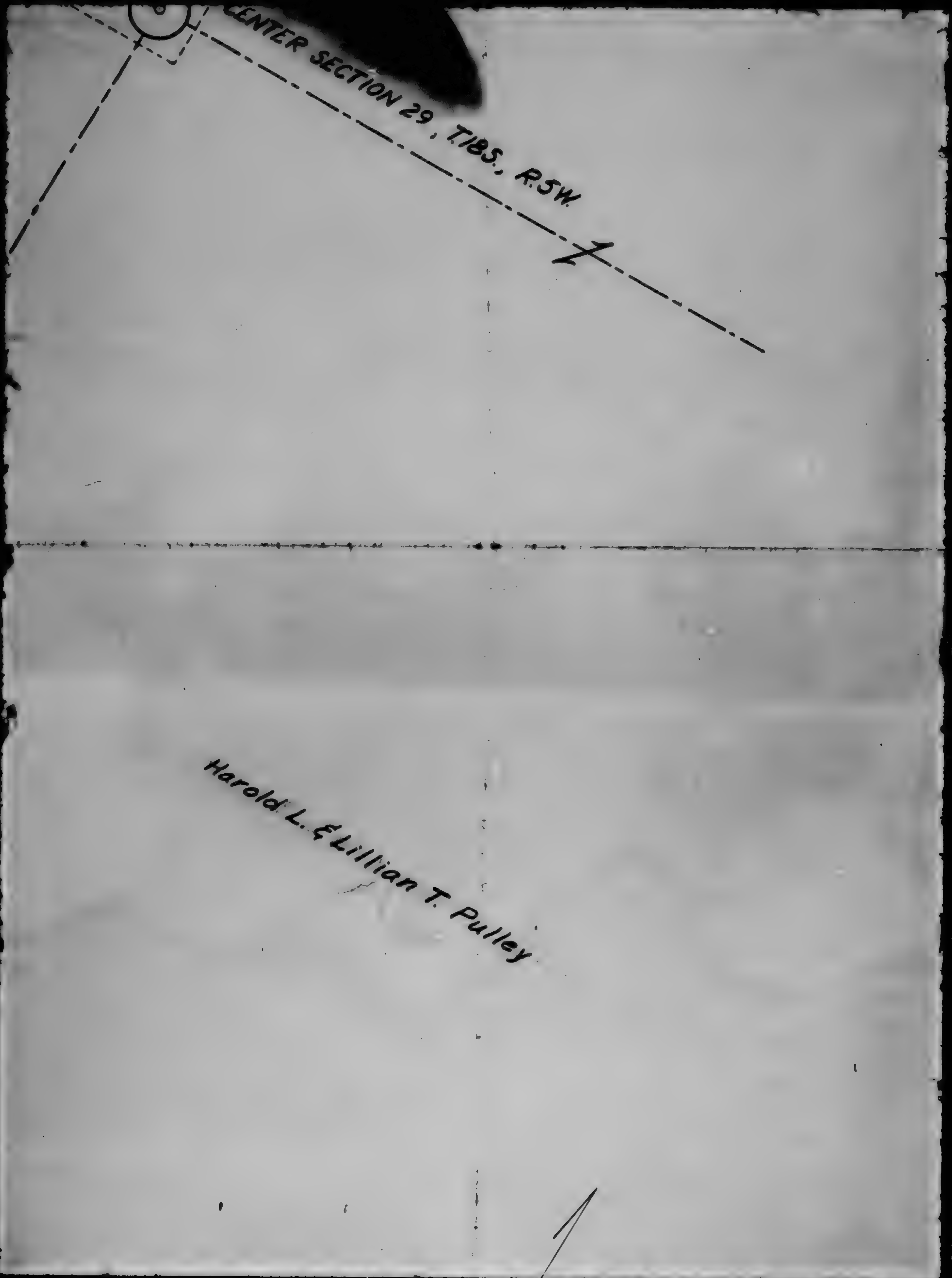


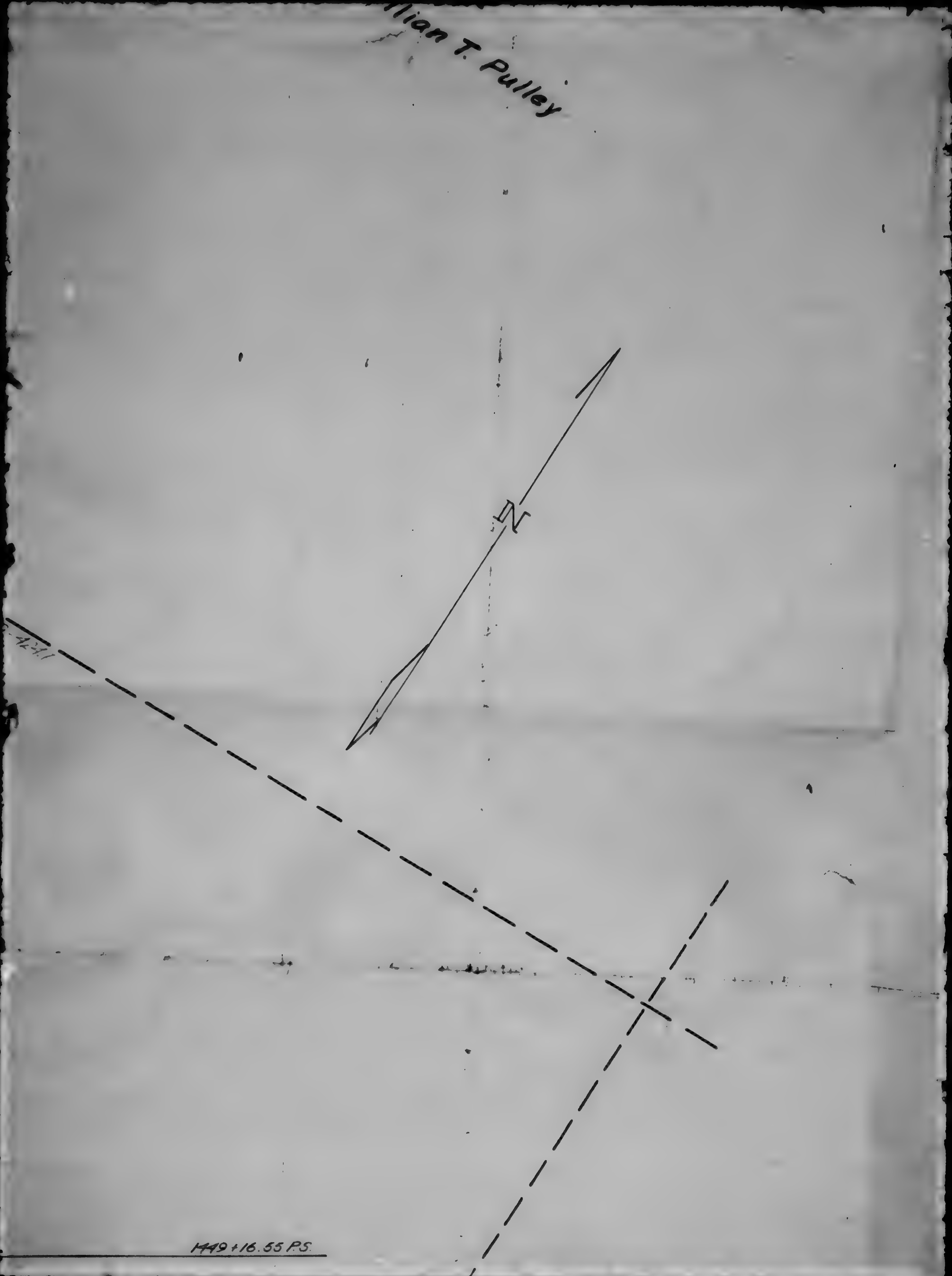
Hydrograph - Coyote Creek near Crow - Flood of Dec 21-22, 1955

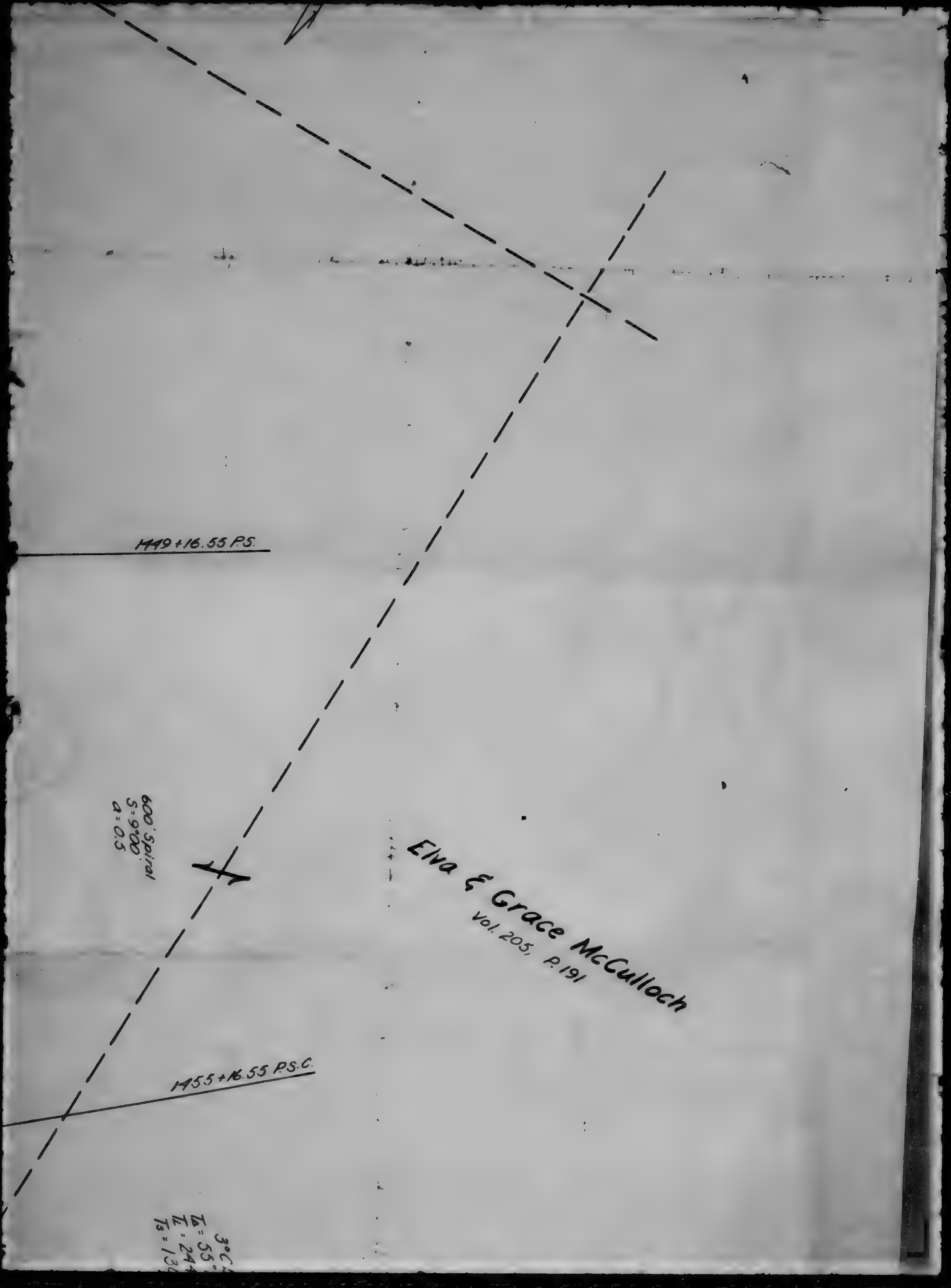
OREGON STATE HIGHWAY DEPARTMENT
SKETCH MAP
STATION 1412 - STATION 1457
CROW - GILLESPIE CORNER SECTION
TERRITORIAL HIGHWAY
LANE COUNTY
J.F. PUTNAM, RES. ENGR. JAN. 1956

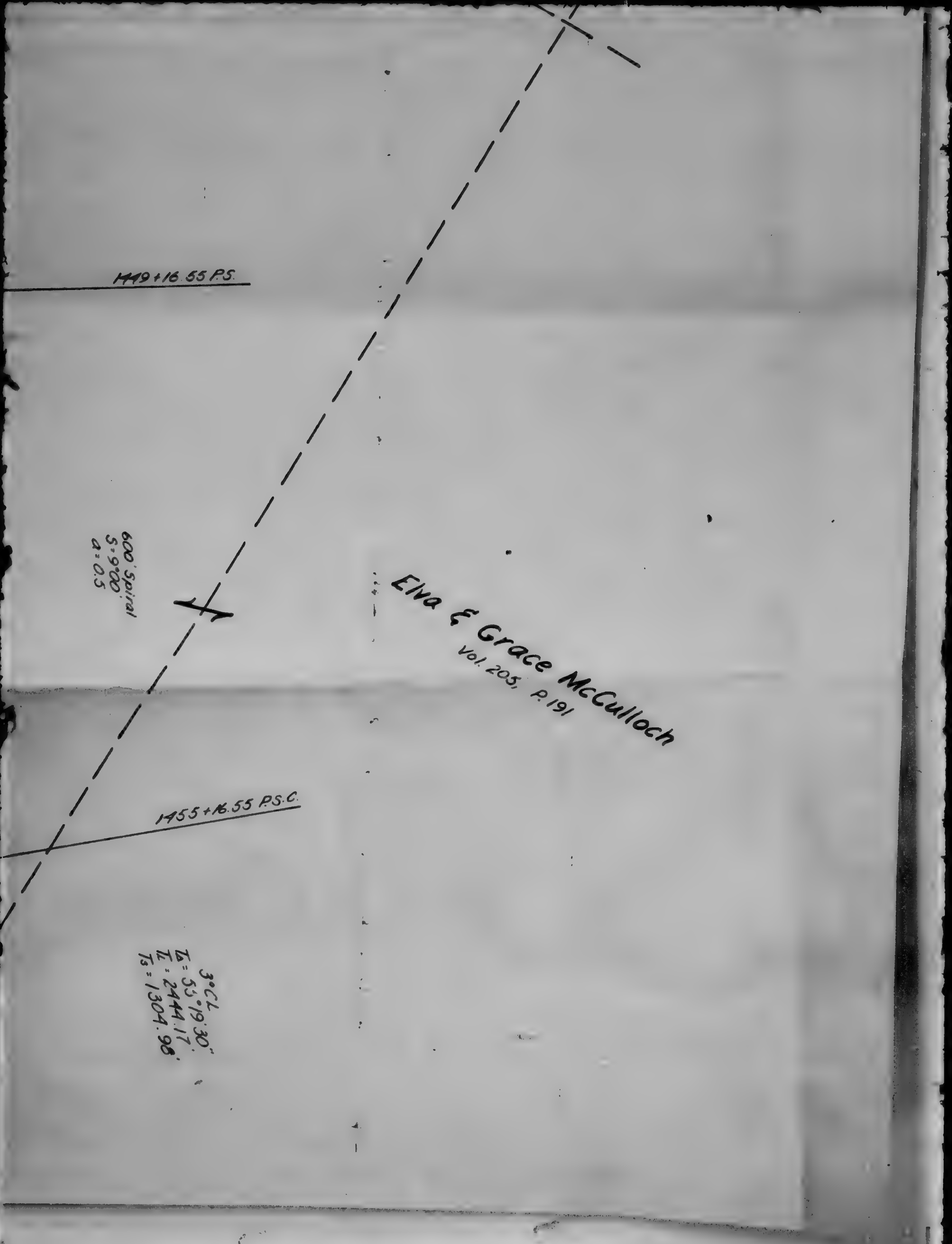


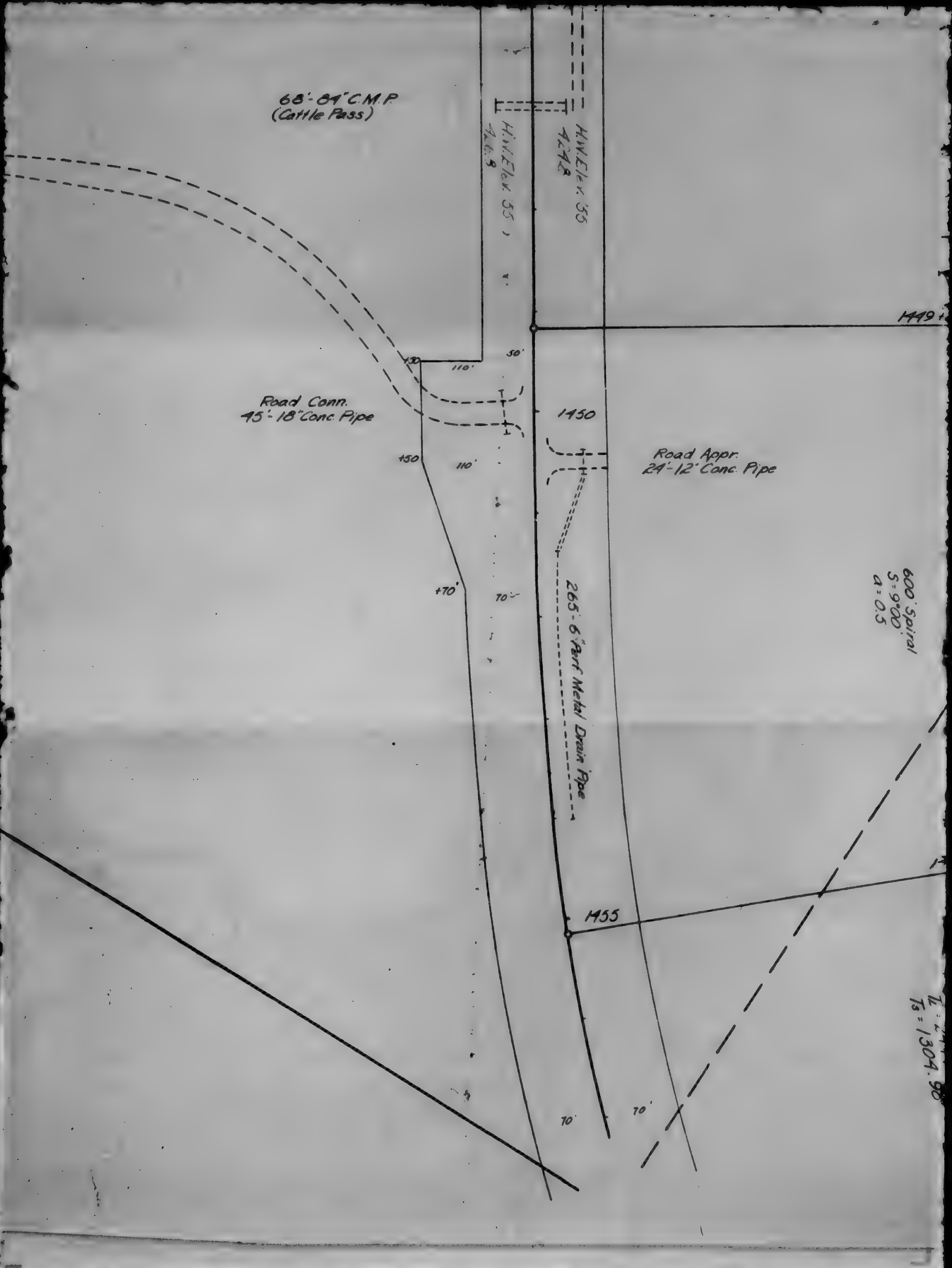

RCDG Bridge Structure 180
Roadway Width 26'
1+71.14 P.T.
State of Oregon
Quarry Site
40'
CENTER SECTION 29, T.18S., R.5W.

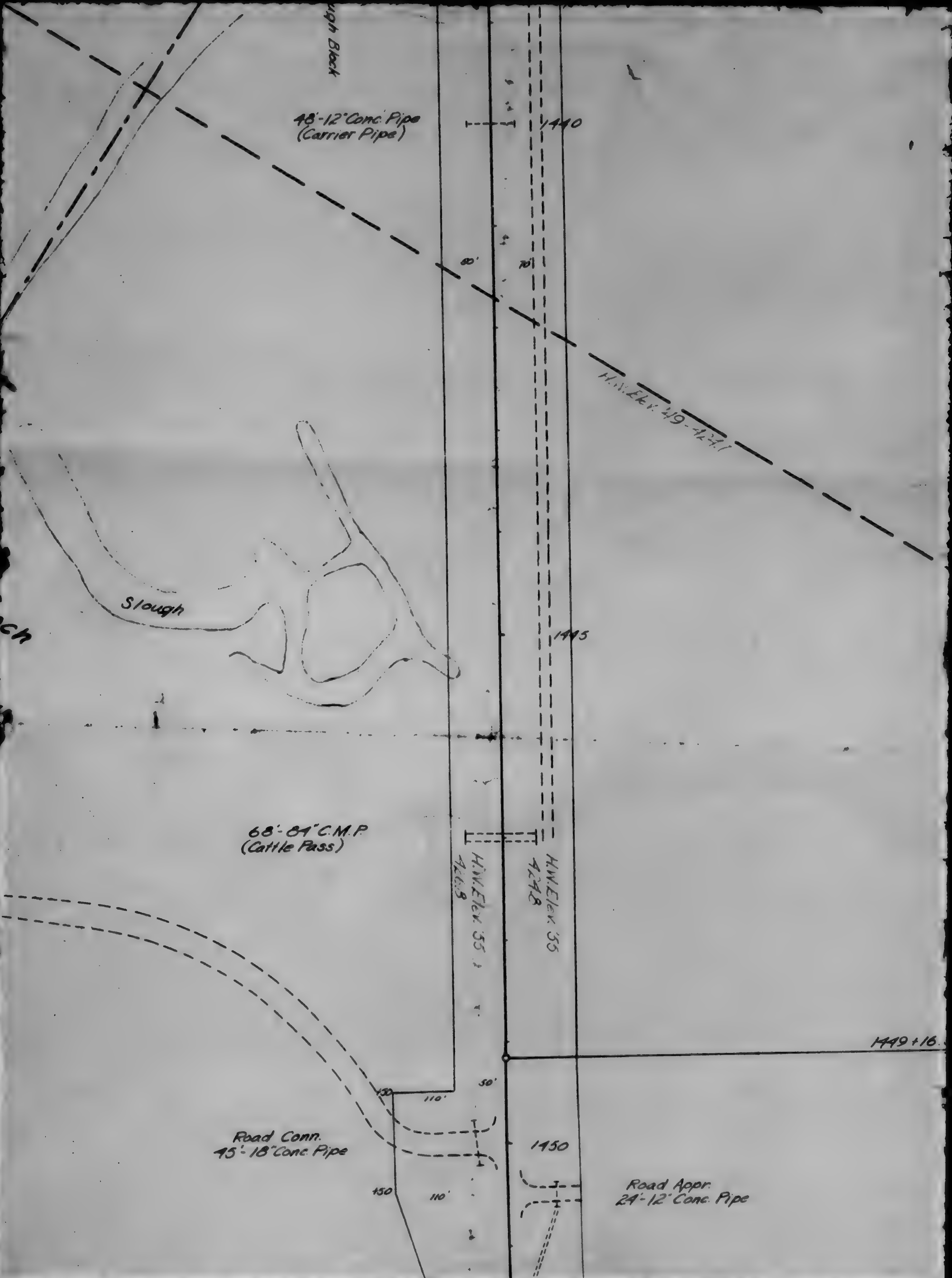

CENTER SECTION 29, T.18S., R.5W.
Harold L. & Lillian T. Pulley


llian T. Pulley
N
42.1
1449+16.55 P.S.


1449+16.55 P.S.
600' Spiral
S=9°00'
a=0.5
Elva & Grace McCulloch
Vol. 205, P. 191
1455+16.55 P.S.C.
3°C
Δ = 55°
I = 24
Ts = 13


1449+16.55 P.S.
600' Spiral
S=9°00'
a=0.5
Elva & Grace McCulloch
Vol. 205, P. 191
1455+16.55 P.S.C.
3° C.L.
IΔ = 55°19'30"
IL = 2444.17'
Ts = 1304.98'


68'-84" C.M.P.
(Cattle Pass)
Hw Elev. 35
42.48
Hw Elev. 35
42.9
1449+
+30
110'
50'
Road Conn.
45'-18" Conc. Pipe
1450
Road Appr.
24'-12" Conc. Pipe
+50
110'
+70
70'
265'-6" Perf. Metal Drain Pipe
600' Spiral
S=9°00'
a=0.5
1455
70'
70'
Ts=1304.98


ugh Black
48'-12" Conc. Pipe
(Carrier Pipe)
1440
80'
70'
H.W. Elev. '49 - 4271
Slough
ch
1445
68'-84" C.M.P.
(Cattle Pass)
H.W. Elev. '55
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H.W. Elev. '55
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1449+16.
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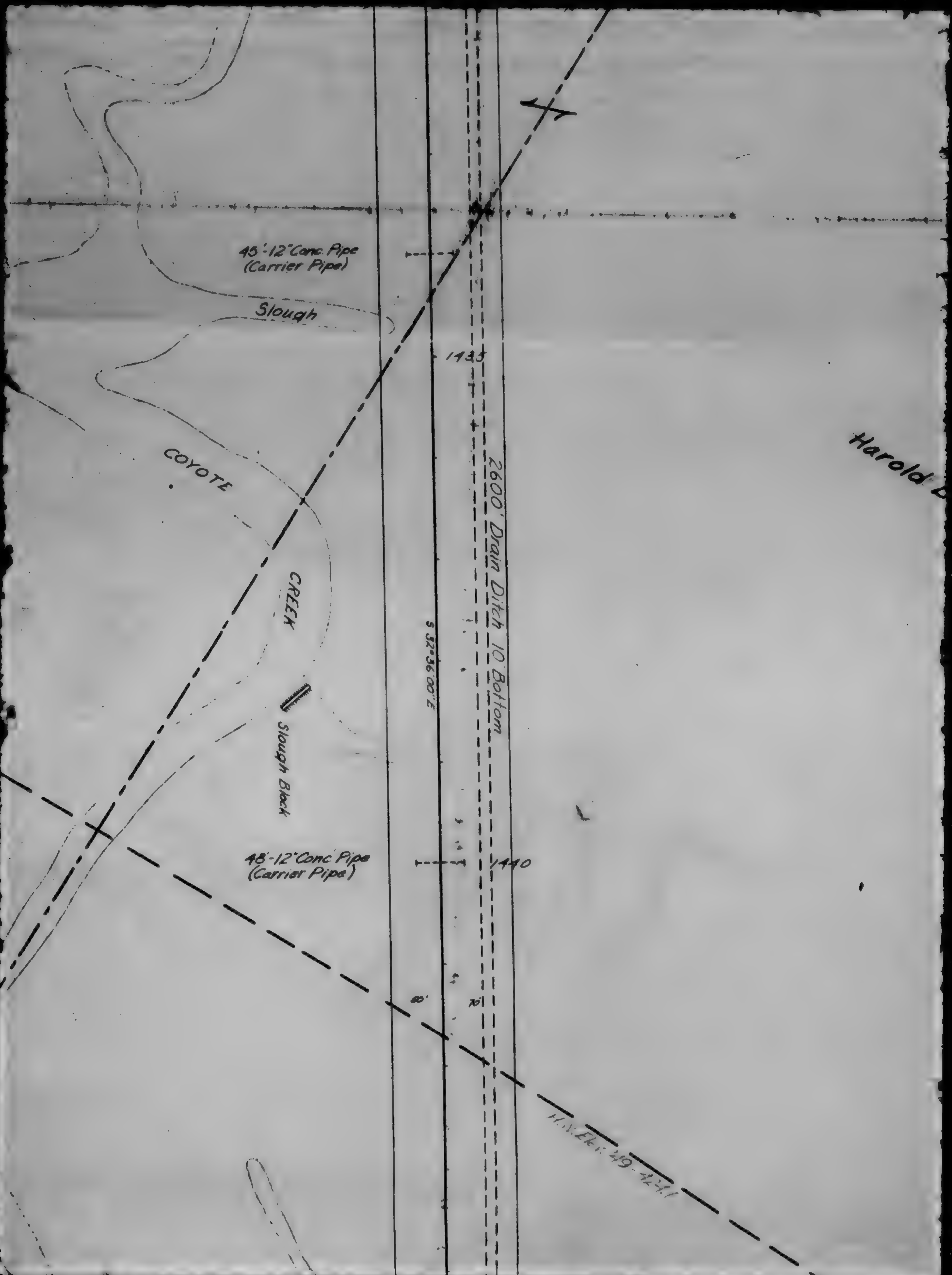
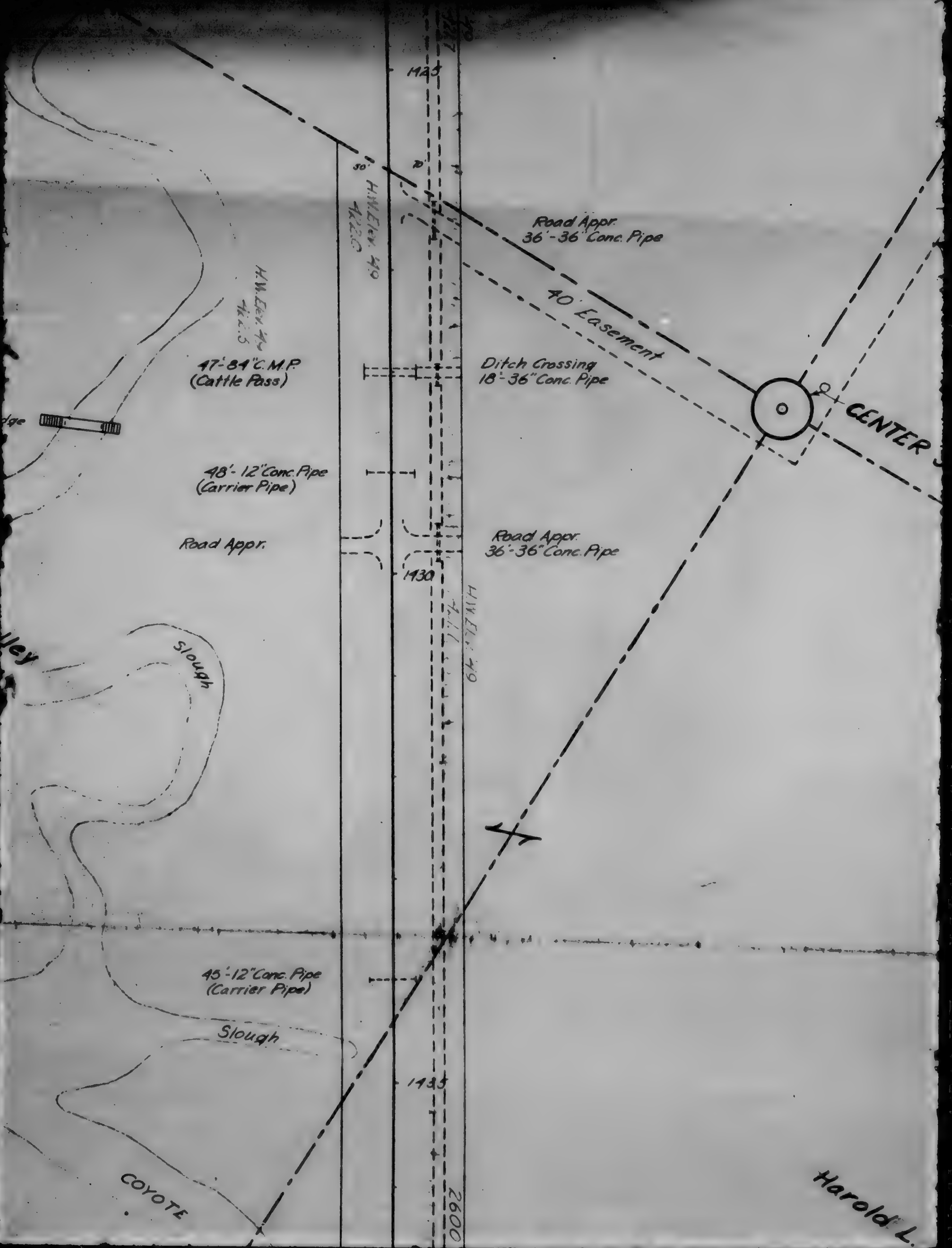
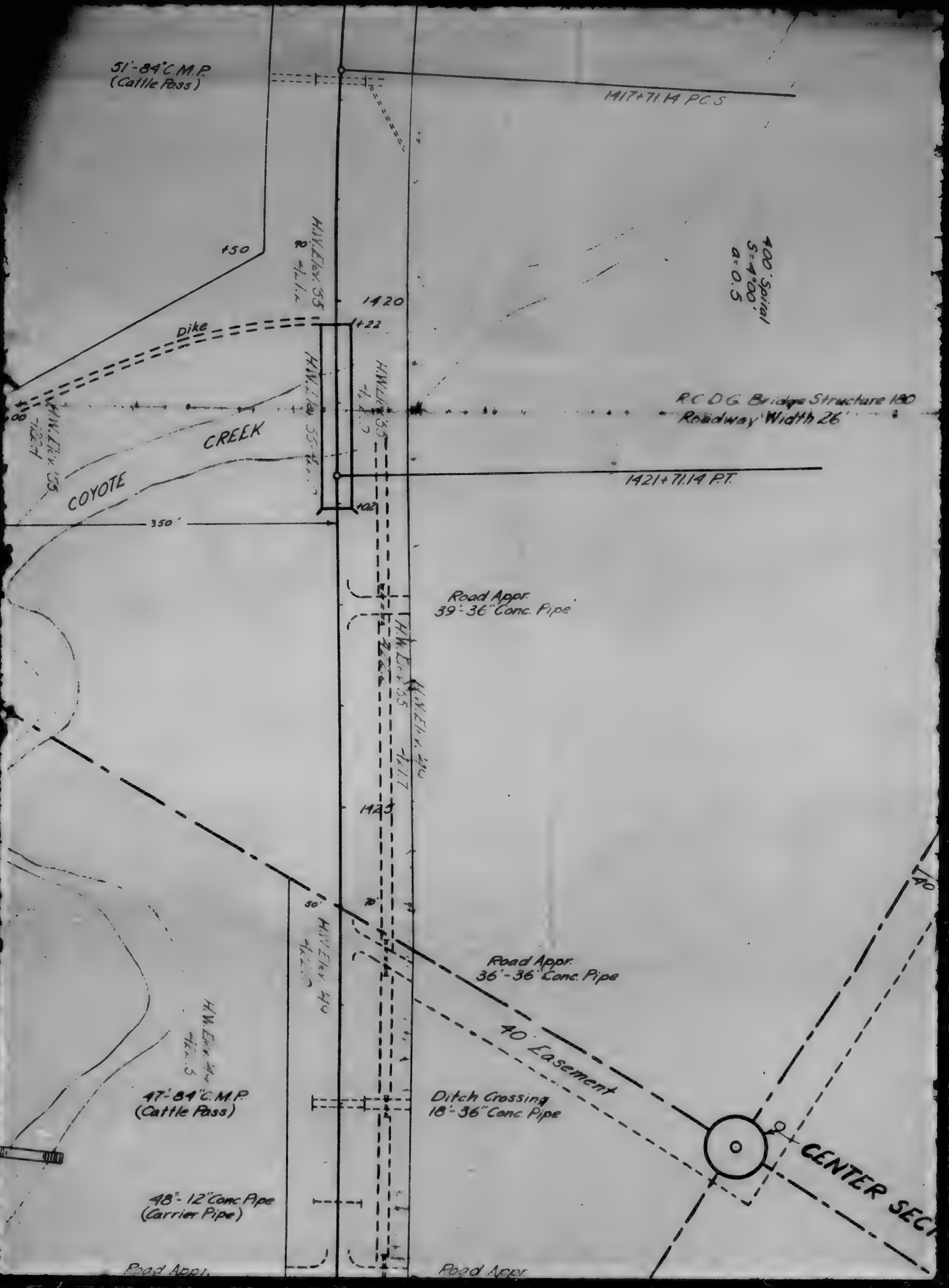
110'
50'
Road Conn.
45'-18" Conc. Pipe
1450
150
110'
Road Appr.
24'-12" Conc. Pipe


45'-12" Conc. Pipe
(Carrier Pipe)
Slough
1435
COYOTE
CREEK
S 32°36'00"E
2600' Drain Ditch 10' Bottom
Slough Block
48'-12" Conc. Pipe
(Carrier Pipe)
1440
60'
70'
H.V. Elec. 49-42.1
Harold D


1425
H.W. Elev. 49
422.0
H.W. Elev. 49
422.5
Road Appr.
36'-36" Conc. Pipe
40' Easement
CENTER
47'-84" C.M.P.
(Cattle Pass)
Ditch Crossing
18'-36" Conc. Pipe
48'-12" Conc. Pipe
(Carrier Pipe)
Road Appr.
Road Appr.
36'-36" Conc. Pipe
1430
H.W. Elev. 49
Slough
45'-12" Conc. Pipe
(Carrier Pipe)
Slough
1435
COYOTE
2600
Harold L.


51'-84" C.M.P.
(Cattle Pass)
1417+71.14 P.C.S.
400' Spiral
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a=0.5
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H.W. Elev. 55
R.C.D.G. Bridge Structure 180
Roadway Width 26'
COYOTE
CREEK
1421+71.14 P.T.
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Road Appr.
39'-36" Conc. Pipe
H.W. Elev. 55
H.W. Elev. 40
1425
50'
70'
H.W. Elev. 40
Road Appr.
36'-36" Conc. Pipe
H.W. Elev. 40
40' Easement
47'-84" C.M.P.
(Cattle Pass)
Ditch Crossing
18'-36" Conc. Pipe
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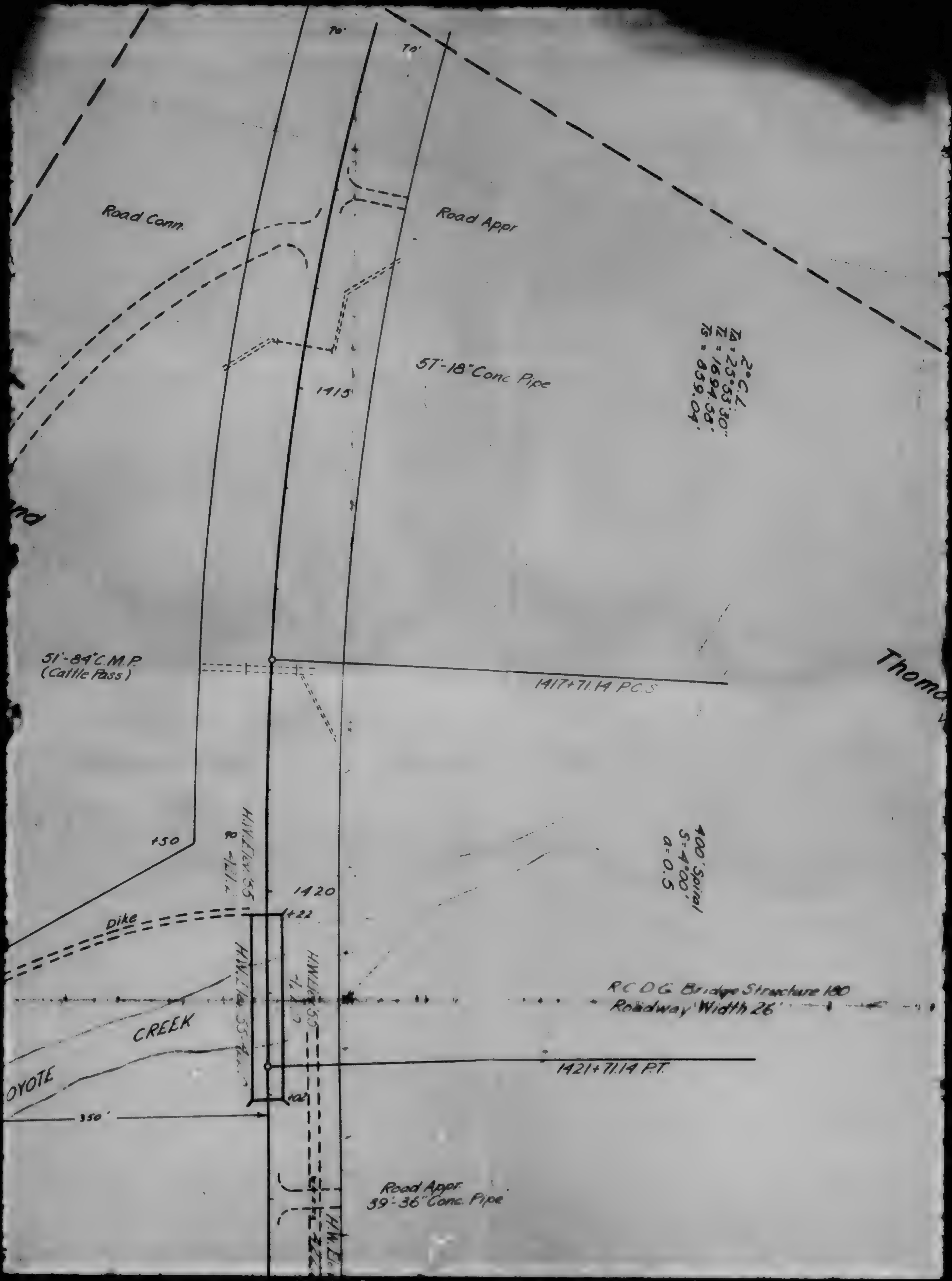
40'
48'-12" Conc. Pipe
(Carrier Pipe)
Road Appr.
Road Appr.

70'
70'
Road Conn.
Road Appr
57'-18" Conc Pipe
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2°C.L.
Δ=25°53'30"
Lc=1694.58'
Ts=859.04'
51'-84" C.M.P.
(Cattle Pass)
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H.W. Elev. 55
400' Spiral
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H.W. Elev. 55
R C D G Bridge Structure 180
Roadway Width 26'
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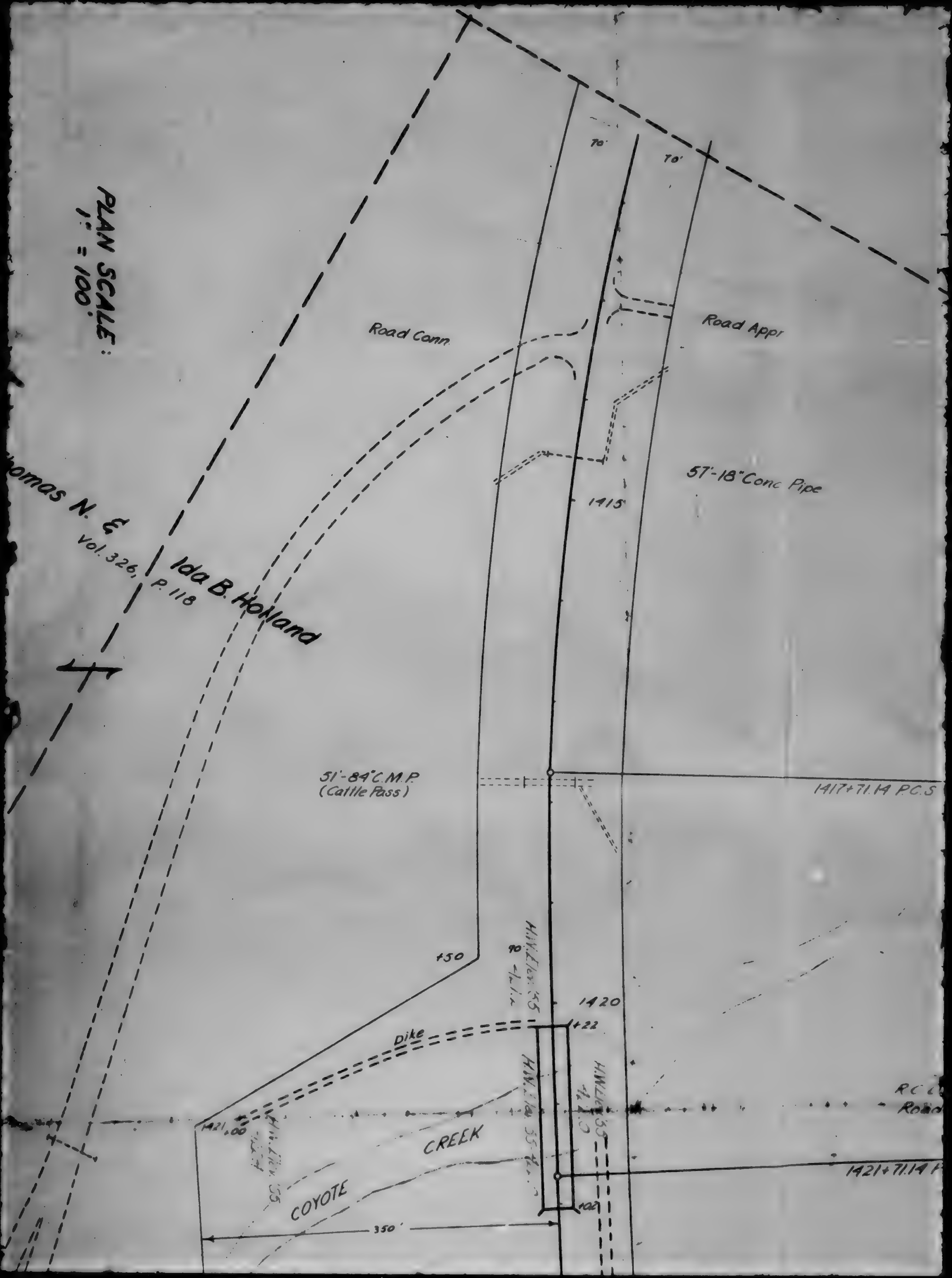
Road Appr.
39'-36" Conc. Pipe
H.W. El.


PLAN SCALE:
1" = 100'
homas N. &
Vol. 326, P. 118
Ida B. Holland
70'
70'
Road Conn.
Road Appr
57'-18" Conc Pipe
1415
51'-84" C.M.P.
(Cattle Pass)
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H.W. Elev. 55
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H.W. Elev. 55
H.W. Elev. 55
H.W. Elev. 55
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Road
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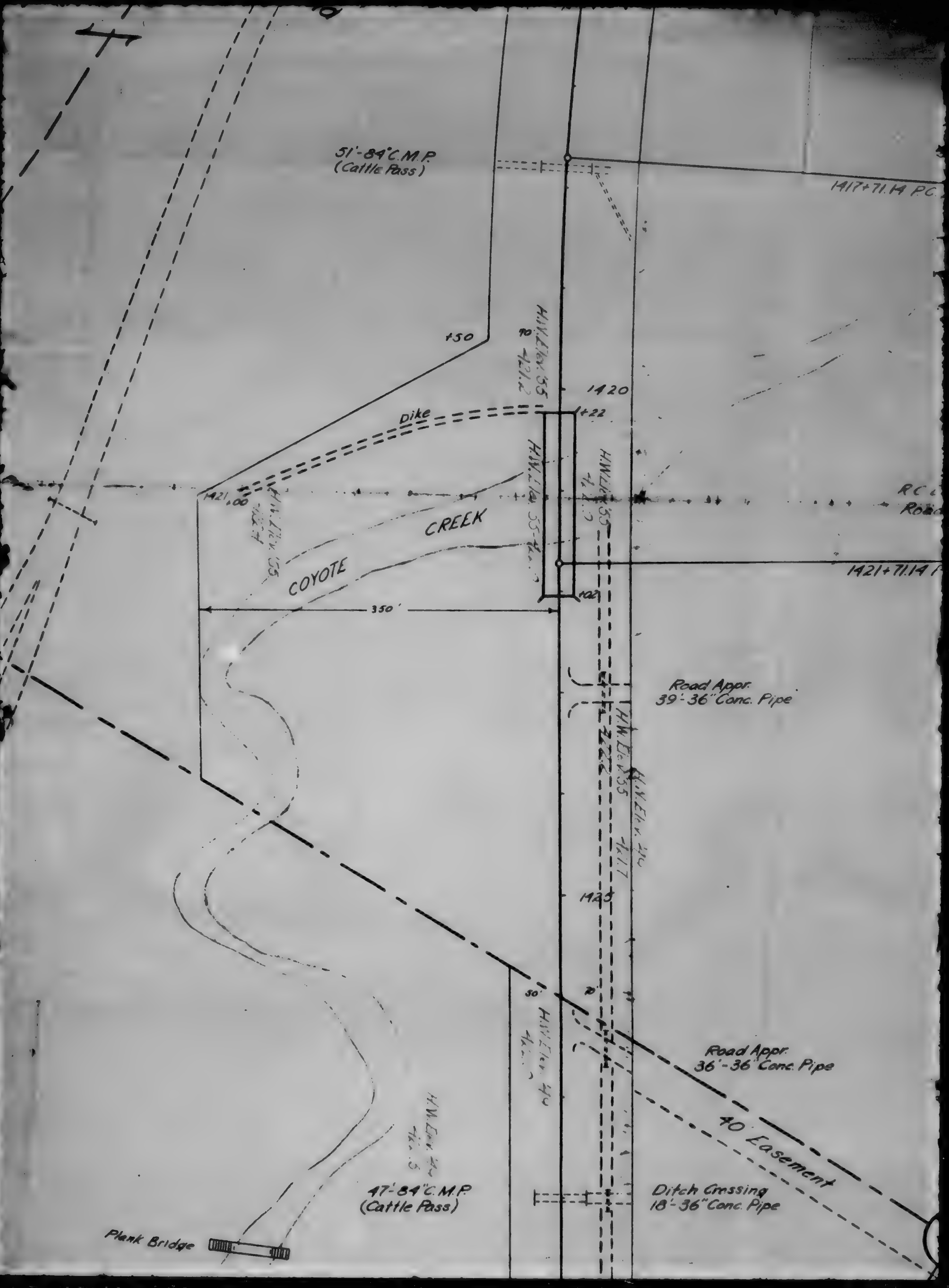
COYOTE
CREEK
1421+71.14 P
100
350'


51'-84"C.M.P.
(Cattle Pass)
1417+71.14 P.C.
+50
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H.W.Elev. 55-42
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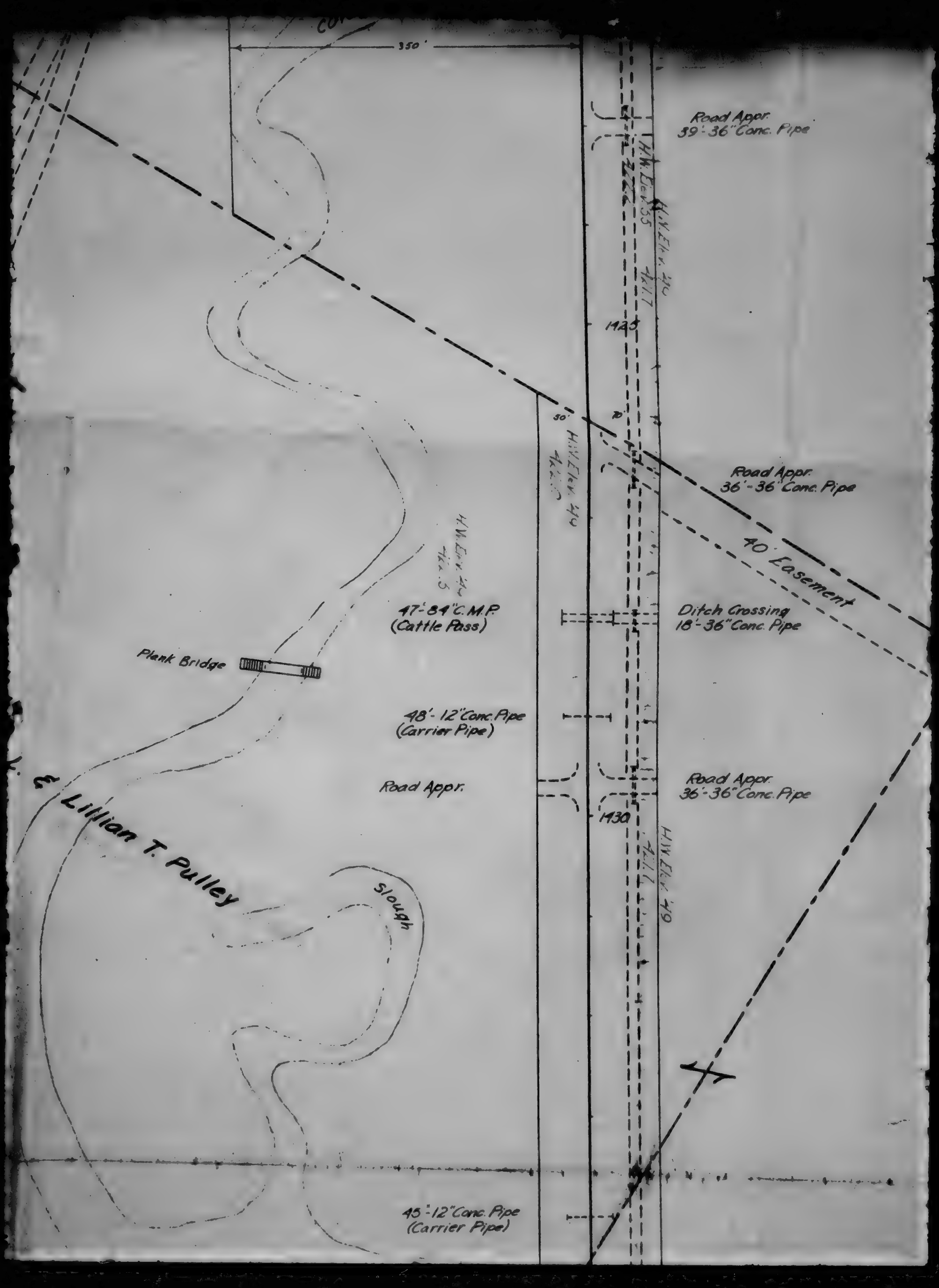
RC
Road
COYOTE
CREEK
1421+71.14 P
350'
102
Road Appr.
39'-36" Conc. Pipe
H.W.Elev. 55
422.2
H.W.Elev. 40
421.7
1425
30'
H.W.Elev. 40
42
Road Appr.
36'-36" Conc. Pipe
40' Easement
H.W.Elev. 40
42.5
47'-84"C.M.P.
(Cattle Pass)
Ditch Crossing
18'-36" Conc. Pipe
Plank Bridge


Con
350'
Road Appr.
39'-36" Conc. Pipe
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H.W. Elev. 46
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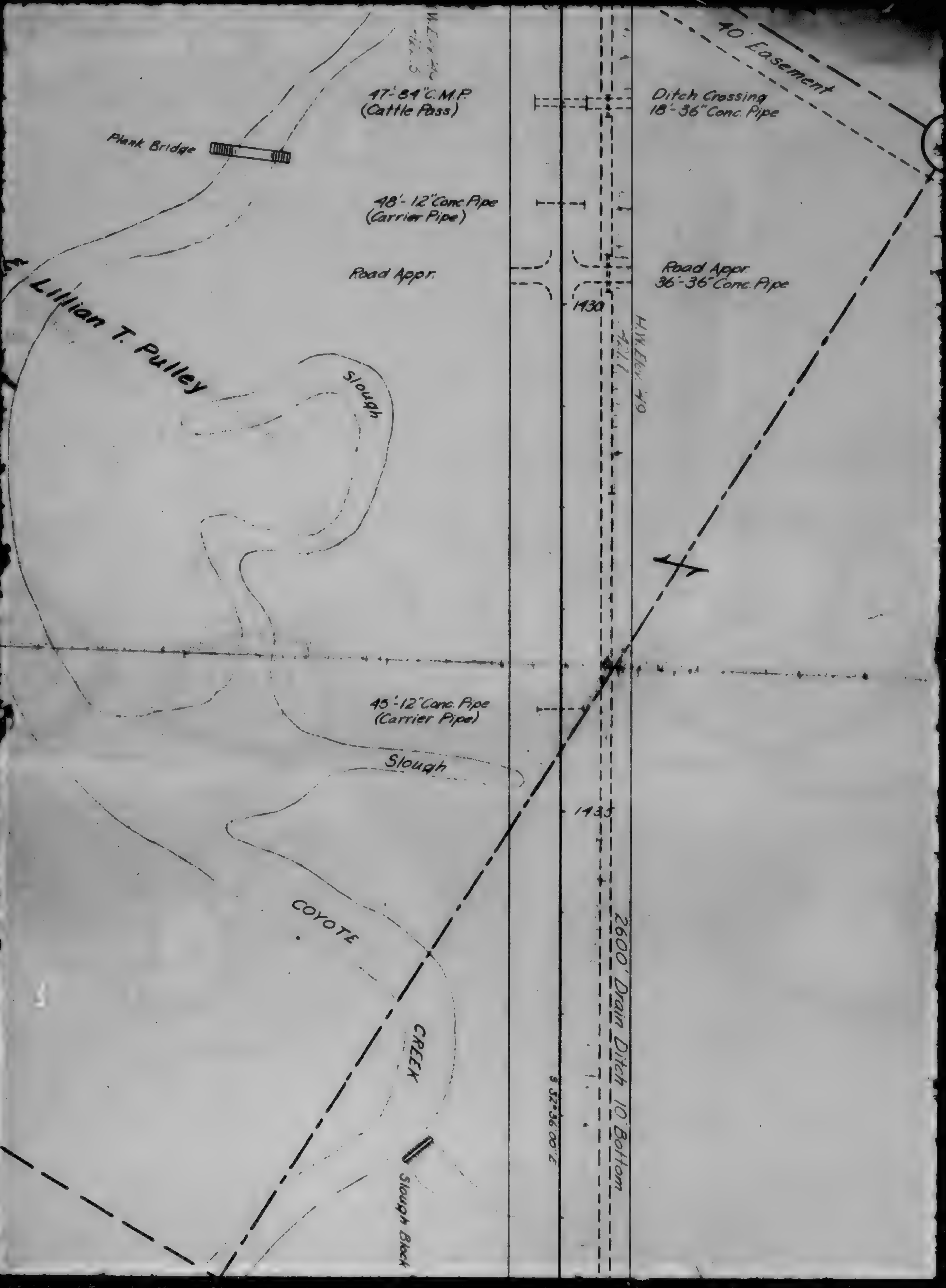
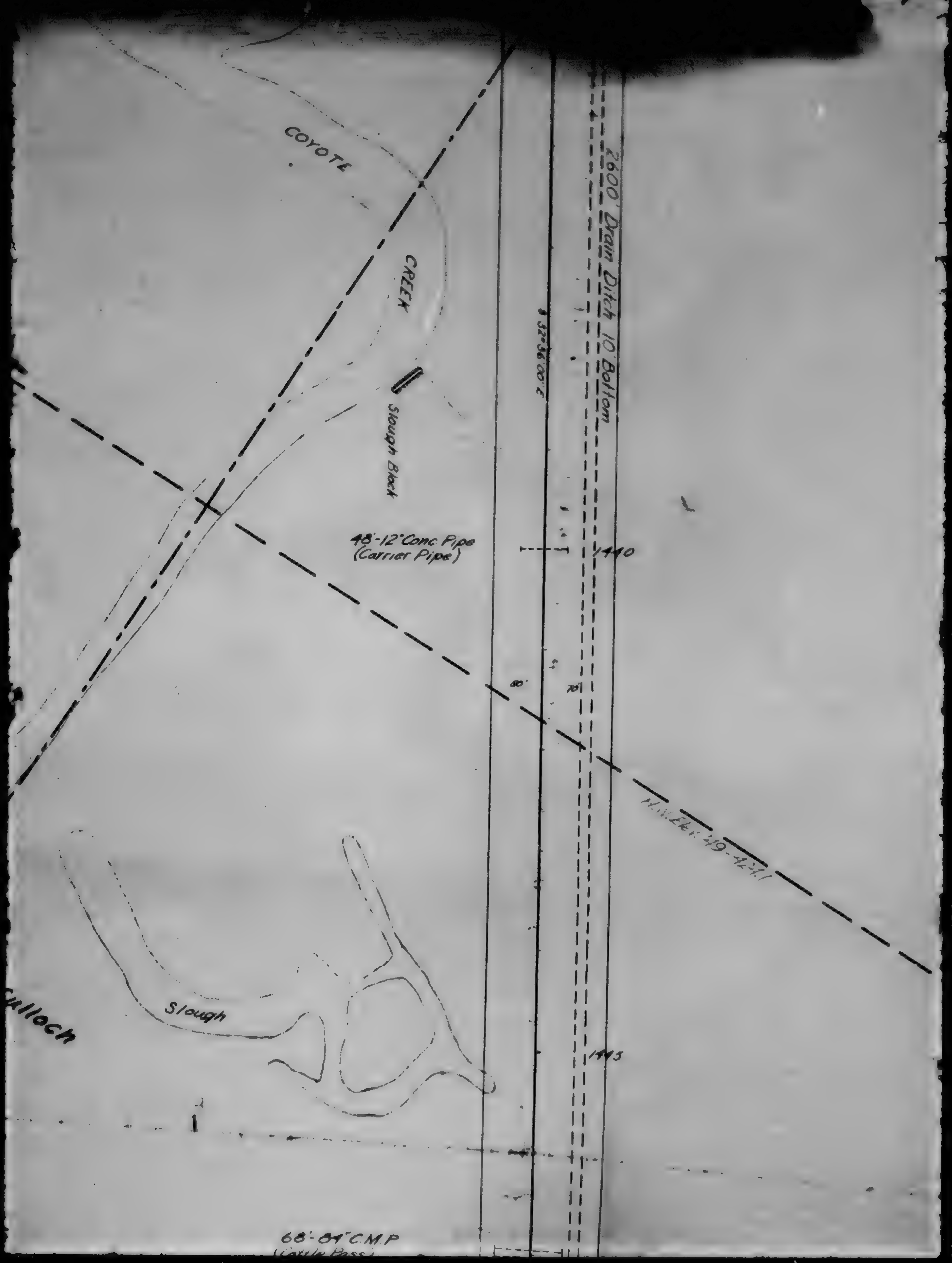
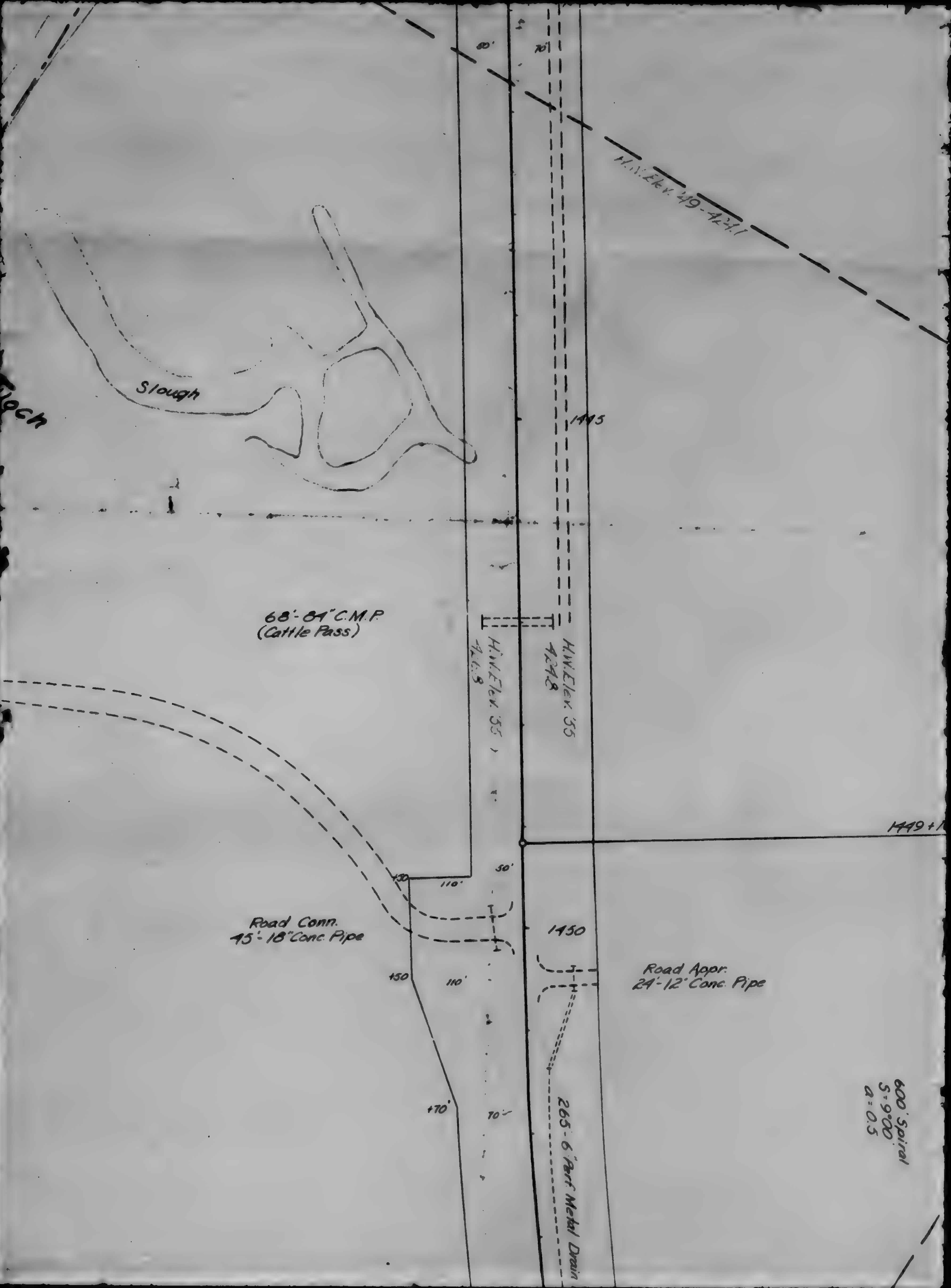
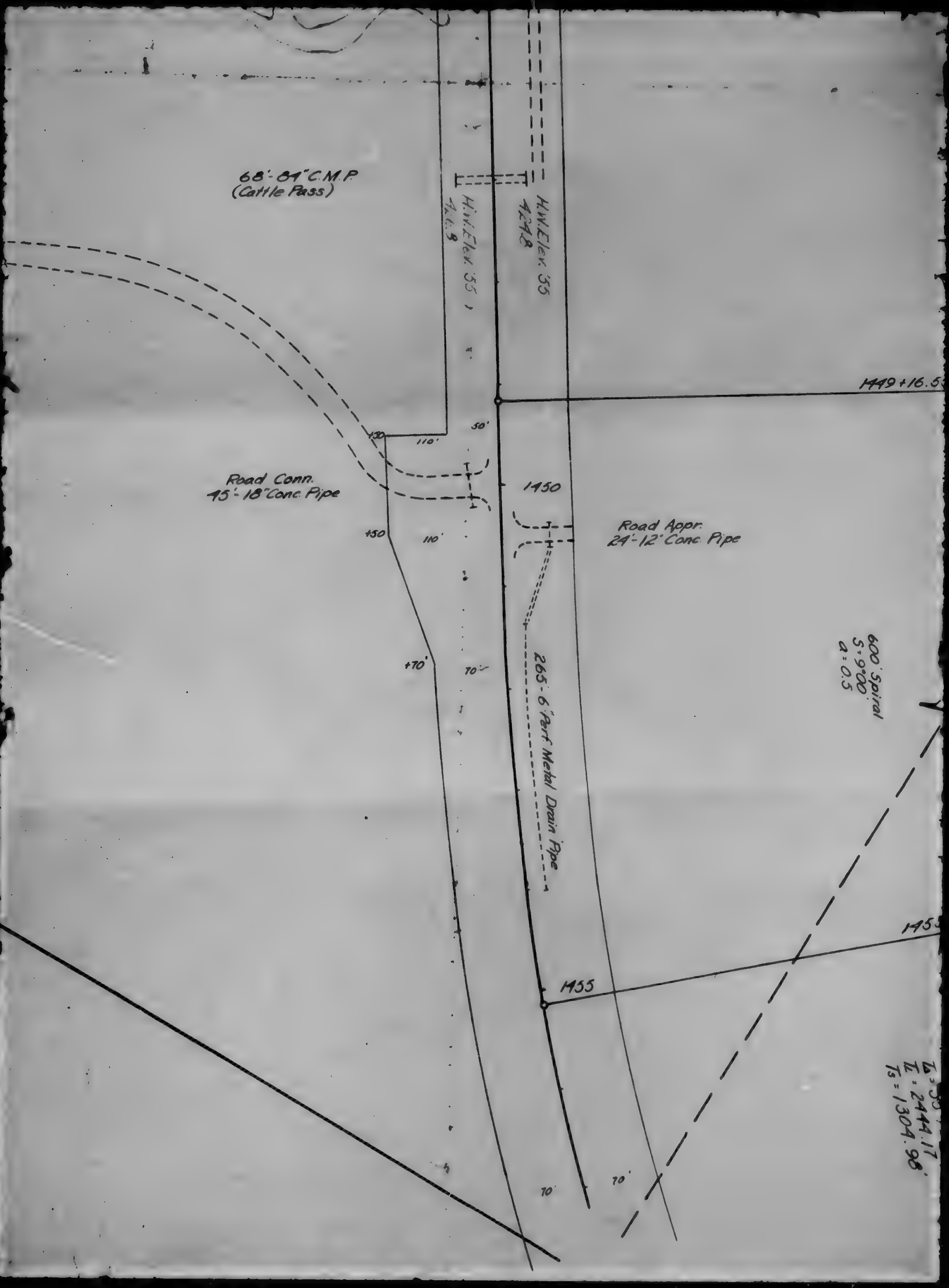
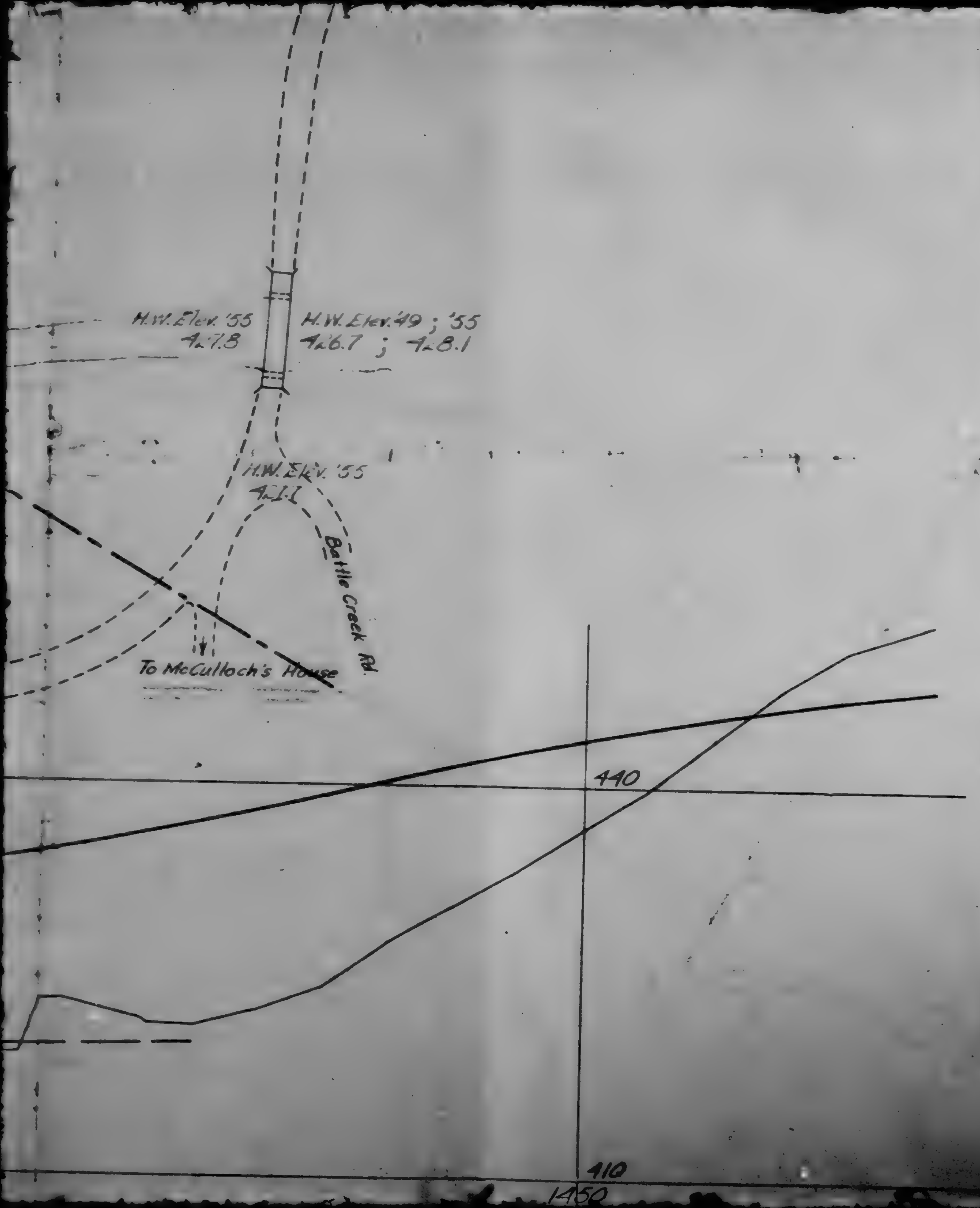
70'
H.W. Elev. 46
42.5
Road Appr.
36'-36" Conc. Pipe
40' Easement
H.W. Elev. 46
42.5
47'-84" C.M.P.
(Cattle Pass)
Ditch Crossing
18'-36" Conc. Pipe
Plank Bridge
48'-12" Conc. Pipe
(Carrier Pipe)
Road Appr.
Road Appr.
36'-36" Conc. Pipe
1430
H.W. Elev. 49
42.7
& Lillian T. Pulley
Slough
45'-12" Conc. Pipe
(Carrier Pipe)


40' Easement
W. Elev. 46
4.1.5
47'-84" C.M.P.
(Cattle Pass)
Ditch Crossing
18'-36" Conc. Pipe
Plank Bridge
48'-12" Conc. Pipe
(Carrier Pipe)
Road Appr.
Road Appr.
36'-36" Conc. Pipe
1430
H.W. Elev. 49
4.1.7
Lillian T. Pulley
Slough
45'-12" Conc. Pipe
(Carrier Pipe)
Slough
1435
COYOTE
CREEK
2600' Drain Ditch 10' Bottom
S 32°36'00" E
Slough Block


COYOTE
CREEK
Slough Block
2600' Drain Ditch 10' Bottom
32°36'00"E
48'-12" Conc. Pipe
(Carrier Pipe)
1440
80'
70'
H.W. Elev. 49-42.1
Slough
ulloch
1445
68'-84" C.M.P
(Cattle Pass)


80'
70'
H.W. Elev. 49 - 4247.1
Slough
1445
68'-84" C.M.P.
(Cattle Pass)
H.W. Elev. 55
4246.8
H.W. Elev. 55
4248
1449+1
+30
110'
50'
Road Conn.
45'-18" Conc. Pipe
1450
Road Appr.
24'-12" Conc. Pipe
+50
110'
+70'
70'
265'-6" Perf. Metal Drain
600' Spiral
S: 9°00'
a: 0.5


68'-84" C.M.P
(Cattle Pass)
H.W.Elev. 35
42.48
H.W.Elev. 35
42.6.8
1449+16.5
50'
150
110'
Road Conn.
45'-18" Conc. Pipe
1450
Road Appr.
24'-12" Conc. Pipe
150
110'
+70'
70'
265'-6" Perf. Metal Drain Pipe
600' Spiral
S=9°00'
a=0.5
1455
1455
70'
70'
Ts=1304.96'



Maximum Rainfall for 24 Hour Period

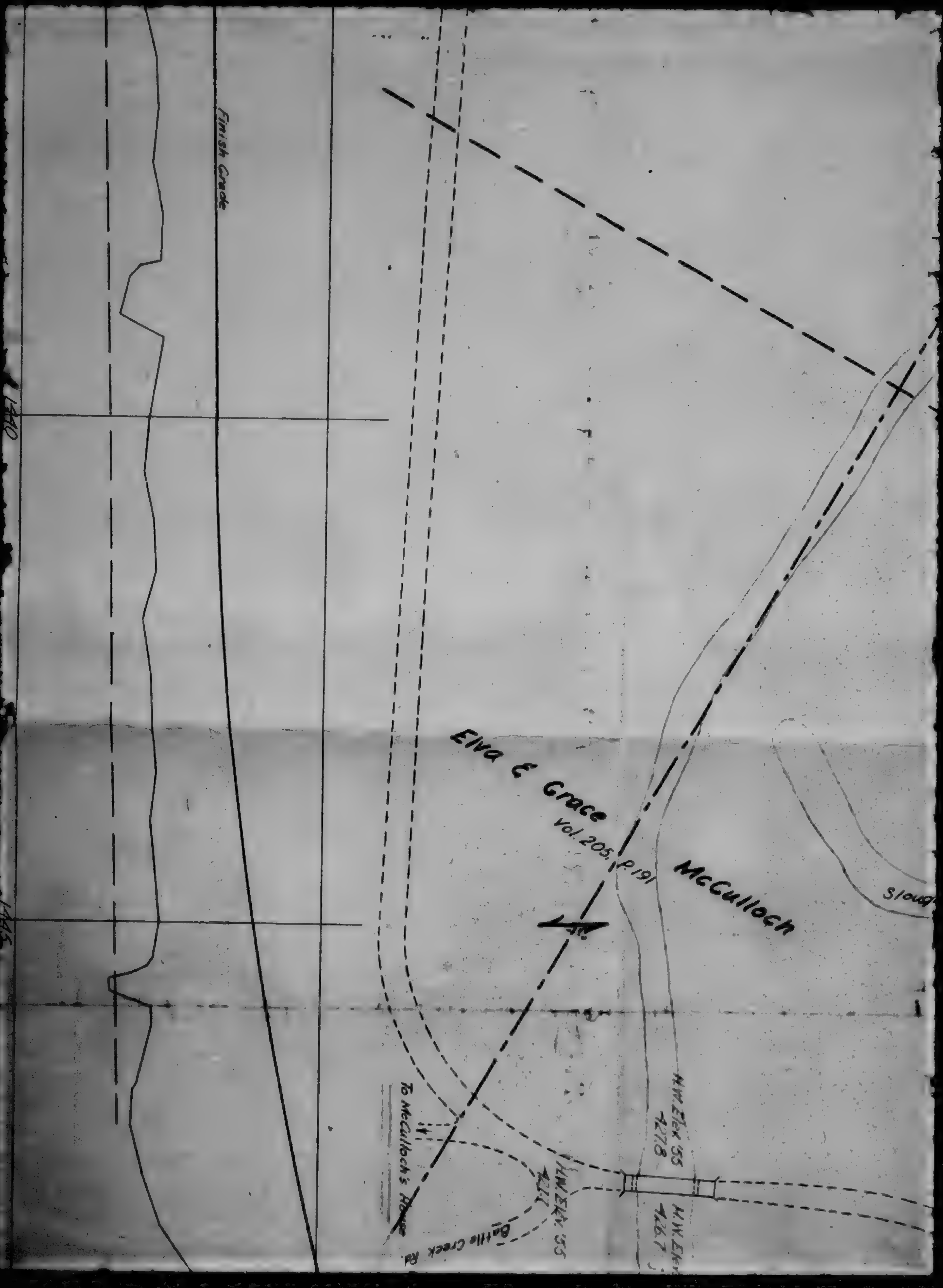
24 Hour Period	Rainfall (inches)
Feb. 17-18, 1949	2.65
Dec. 20-21, 1955	4.82

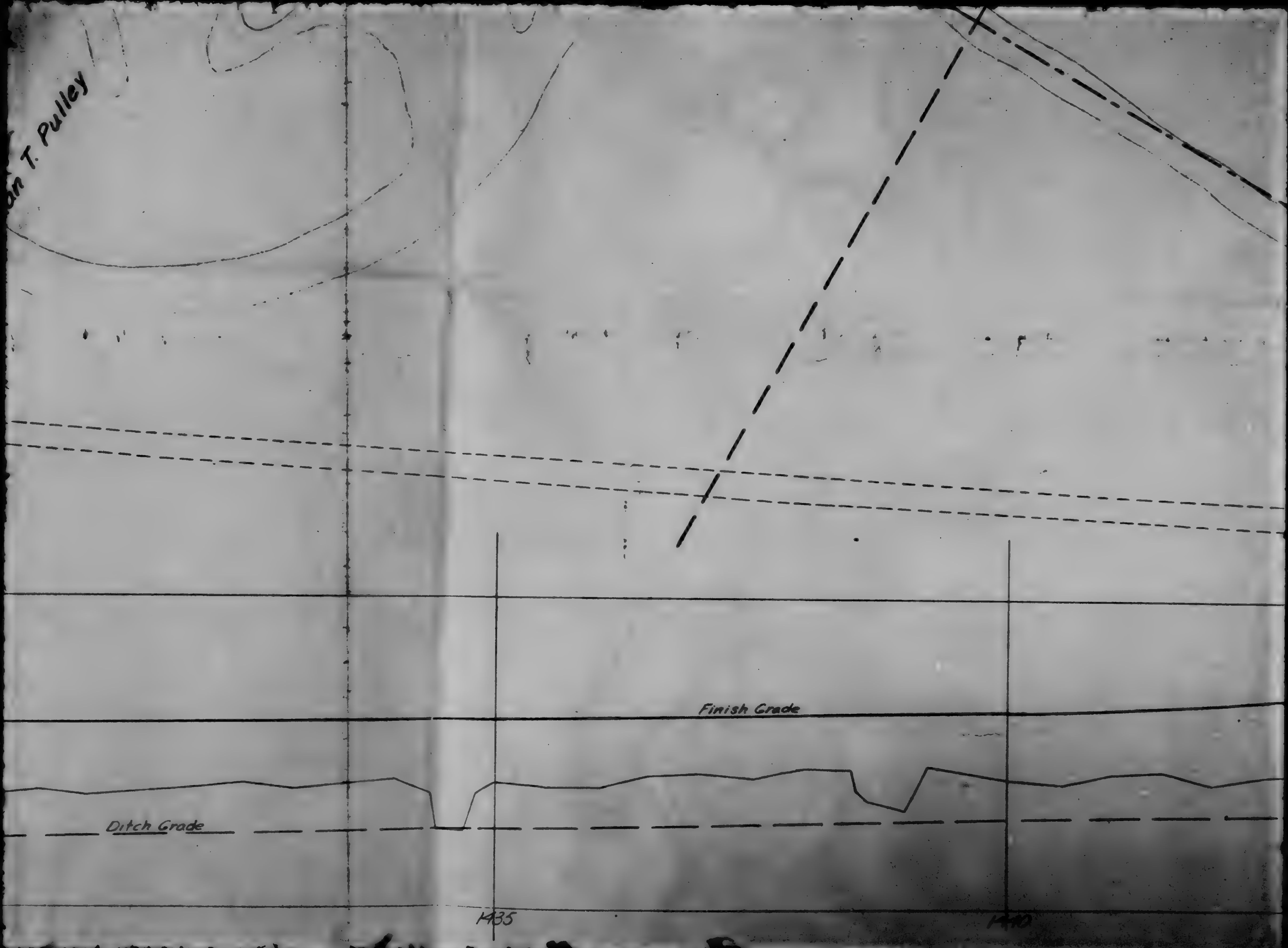
Total Rainfall for Feb. 1949 - 9.73"
Total Rainfall for Dec. 1955 - 19.49"

Additional High Water Elevations

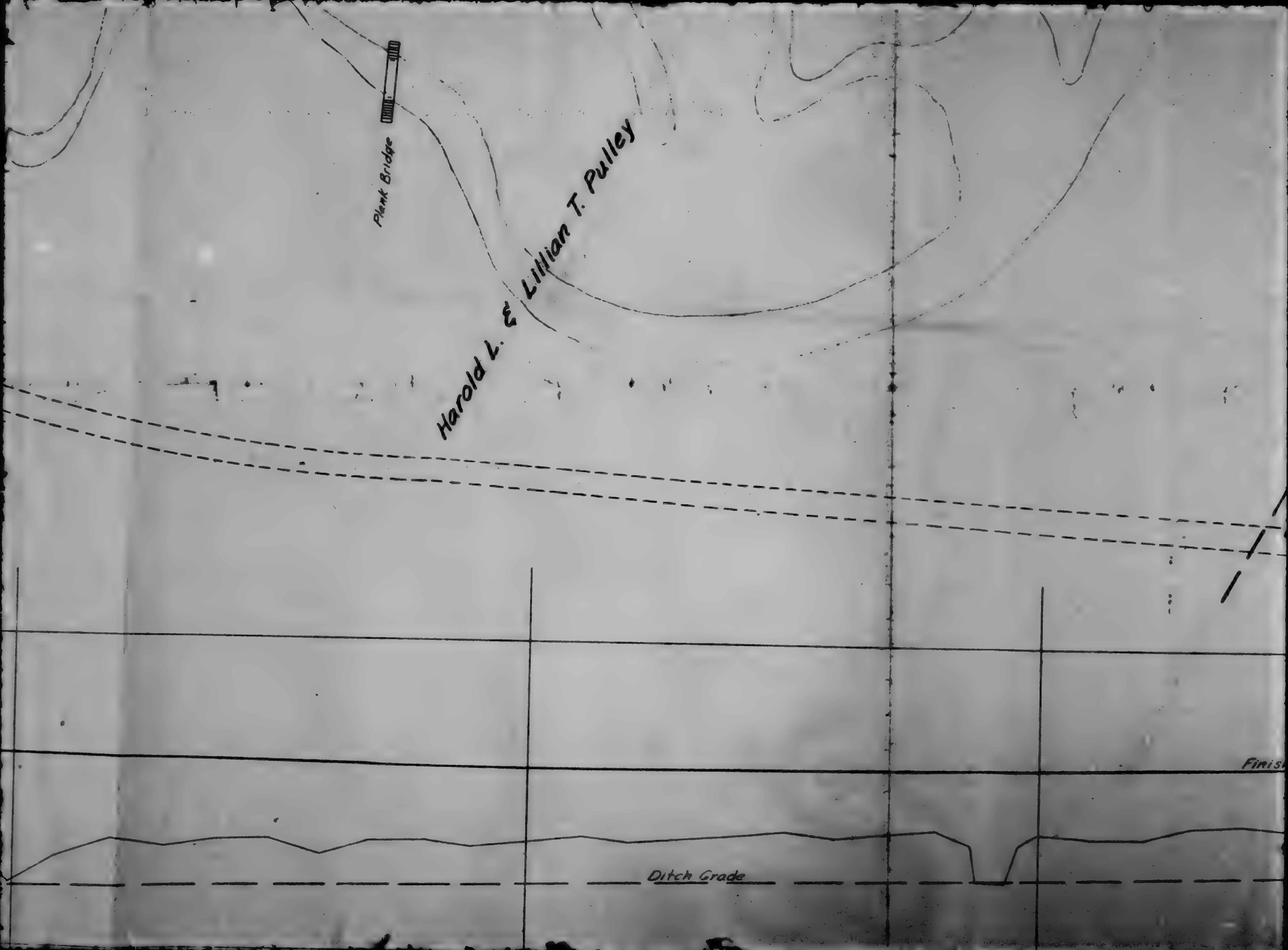
Elev.	Date	Location
427.3	'55	First Bridge on Battle Cr. Rd.
427.1	'55	Fence at SE Corner of McCulloch House
427.1	'55	Fence South of House
427.5	'55	Pump House
426.9	?	(High Water Elev. Previous to '55 High Water) At House
427.4	'55	Fence West of House
427.3	'55	Sidewalk Front of House

1955 H.W at G.l. Cr Br
over COYOTE CK '490.8'
Check [illegible] Cr - [illegible]
Hard copy and notes

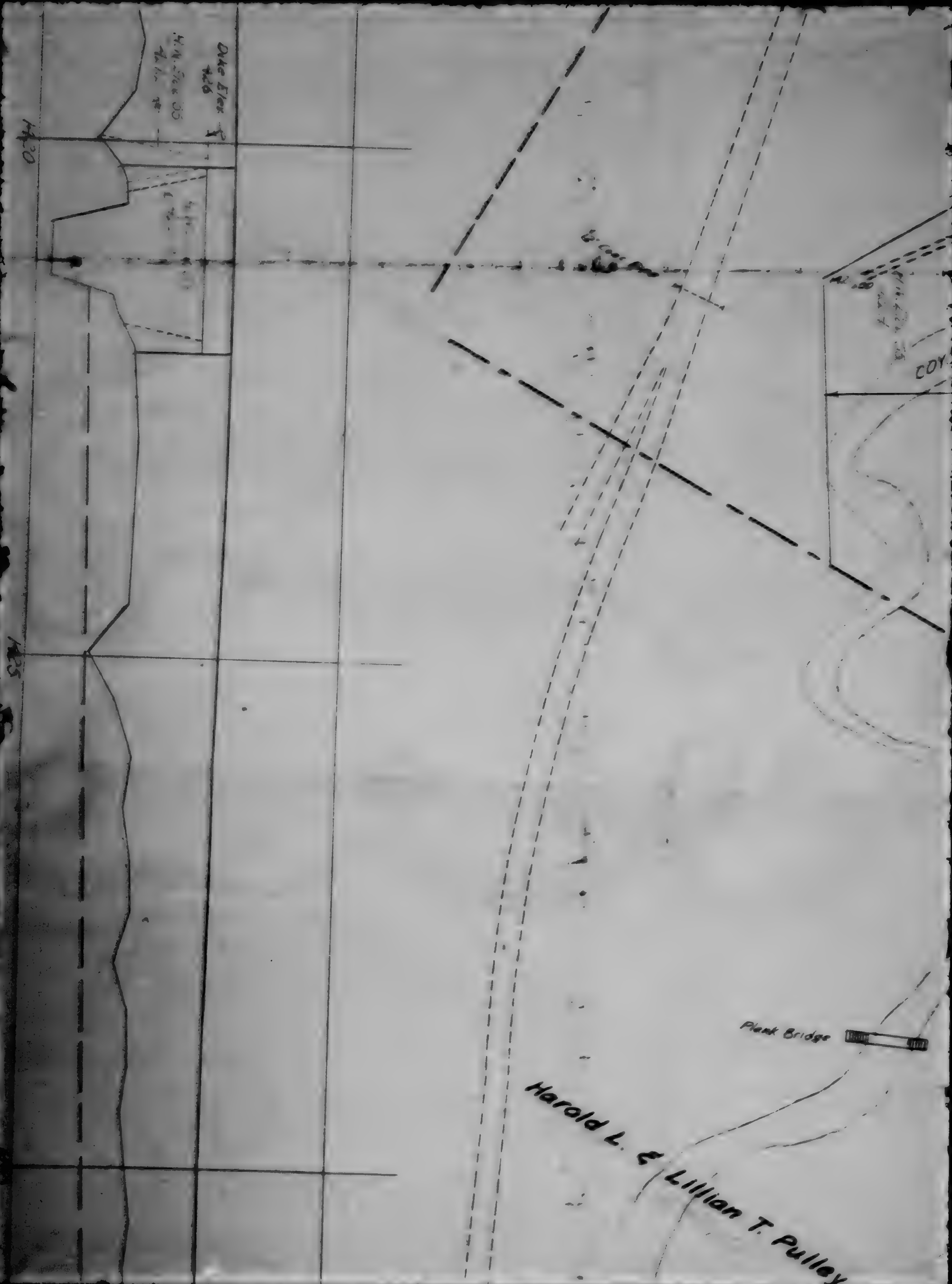

Finish Grade
1440
1445
Elva E Grace McCulloch
Vol. 205, P. 191
Sloug
H.W. Elev. '55 427.8
H.W. Elev. '55 427.7
H.W. Elev. '55 426.7
To McCulloch's Home
Battle Creek Rd.

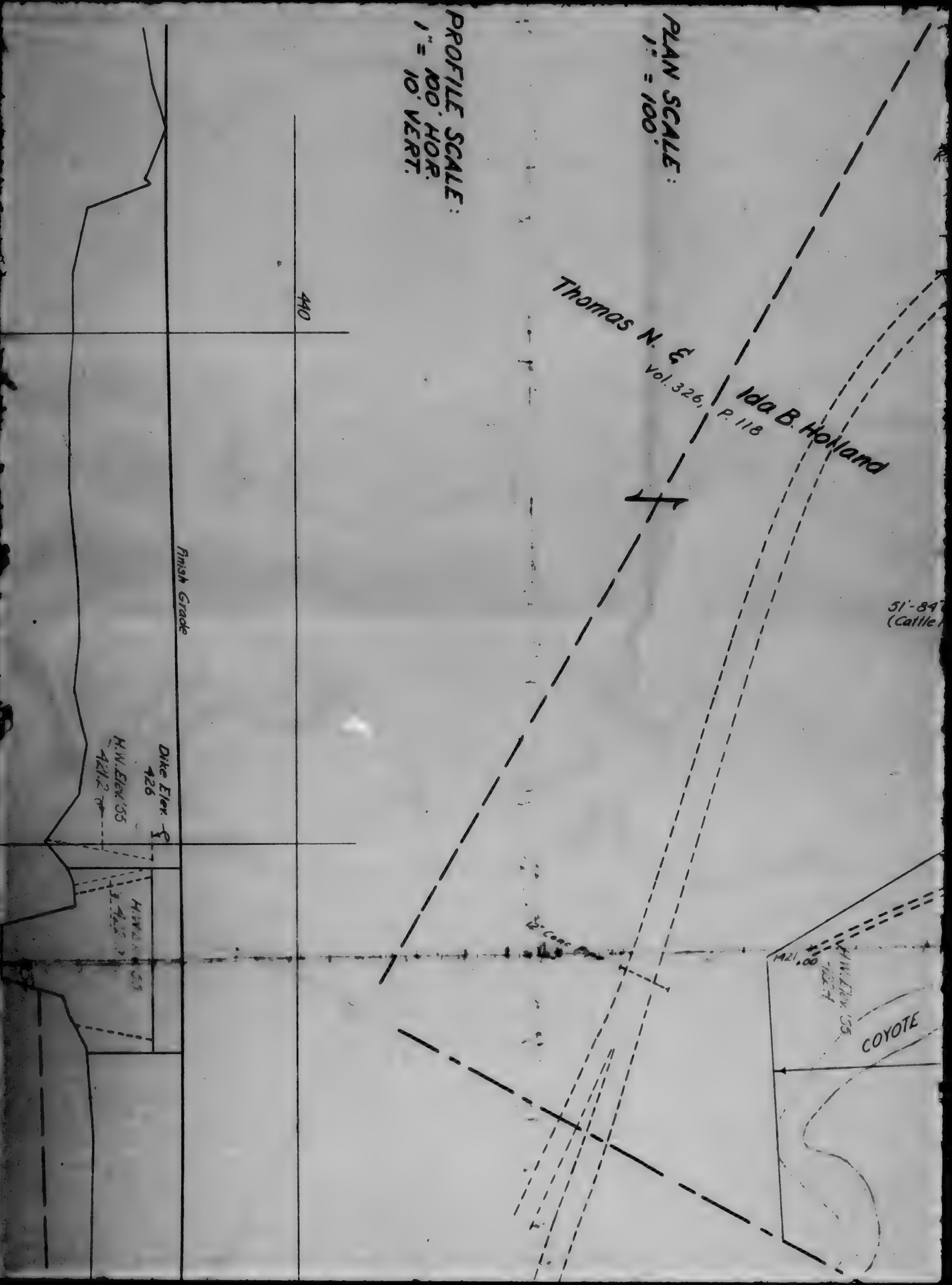


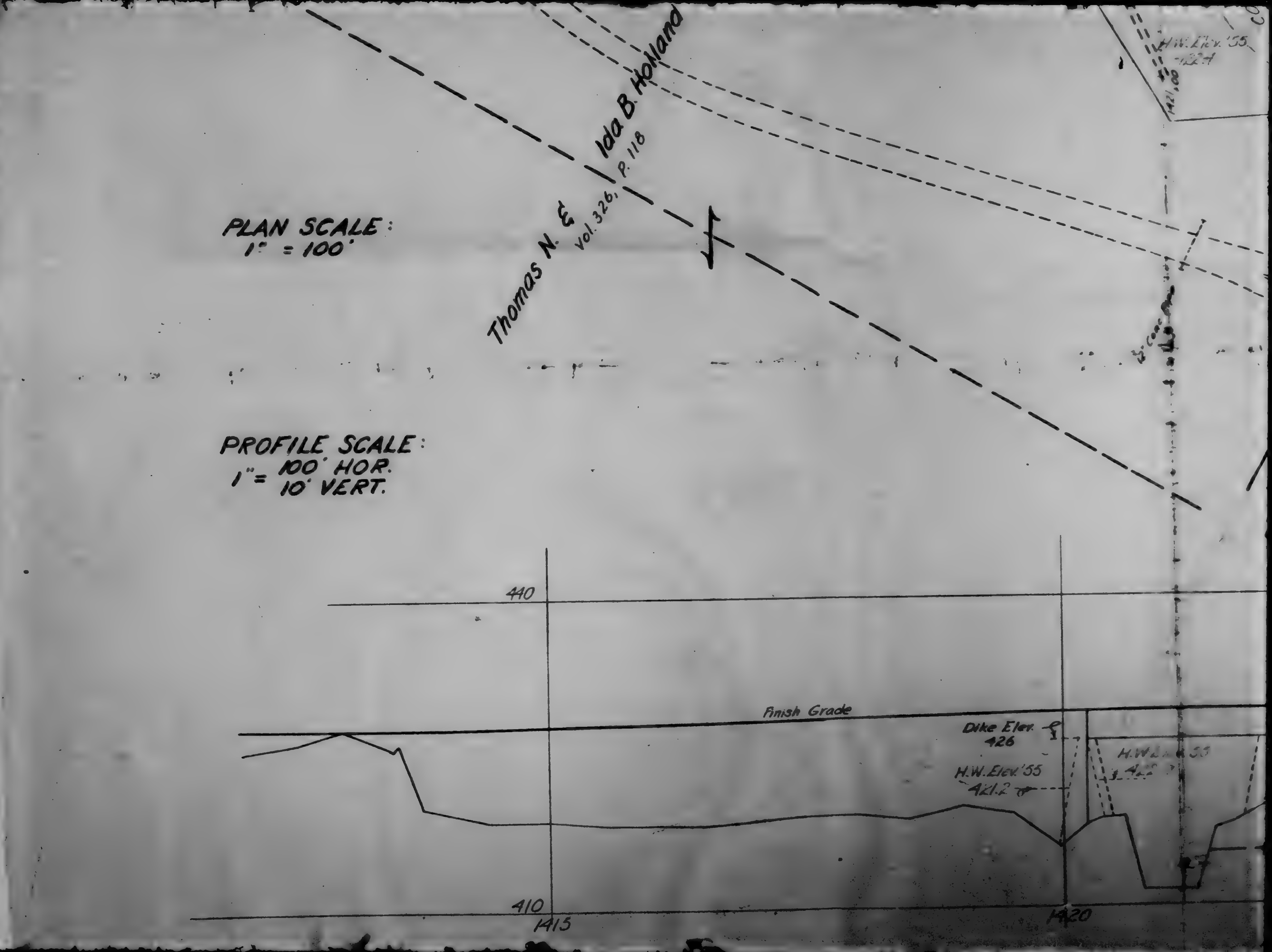
an T. Pulley
Finish Grade
Ditch Grade
1435
1440



Plank Bridge
Harold L. & Lillian T. Pulley
Finis
Ditch Grade


Dike Elev 42.6
H.W. Elev 35
COY
Plank Bridge
Harold L. & Lillian T. Pulley


PLAN SCALE: 1" = 100'
PROFILE SCALE: 1" = 100' HOR. 1" = 10' VERT.
Thomas N. & Ida B. Holland
Vol. 326, P. 118
440
Finish Grade
Dike Elev. 426
H.W. Elev. '55 421.2
H.W. Elev. '55
421.00
H.W. Elev. '55
COYOTE
(Cattle


PLAN SCALE:
1" = 100'
PROFILE SCALE:
1" = 100' HOR.
10' VERT.
Thomas N. & Ida B. Holland
Vol. 326, P. 118
H.W. Elev. '55
421.8
Conc.
440
410
1415
1420
Finish Grade
Dike Elev.
426
H.W. Elev. '55
421.2
H.W.

RECEIVED
MAR 13 1956
FOR FILING

S - 207(4)
4330

Salem, Oregon
March 12, 1956

Elva McCulloch claim

Mr. G. S. Paxson

I have investigated the claim of Mr. Elva McCulloch concerning the Coyote Creek Bridge and the fill across the flood plain of Coyote Creek on the Crow-Gillespie Corner section of the Territorial Highway. This complaint was expressed verbally to Resident Engineer Putnam at his office after the flood of December 21, 1955 (see Putnam's letters of December 27 and February 2).

Mr. McCulloch contends that the fill from the bridge to about Station 148 (see Putnam's map of January 1956) has increased the height of flooding around his house.

A similar complaint was registered by Mr. McCulloch and the adjacent property owner, Mr. Wittemyer (purchaser of the Pulley property), prior to construction by their joint letter of November 29, 1954. A report of a visit to the site by Mr. L. H. Young is given in Mr. Young's letter of December 9, 1954.

The U.S.G.S. maintains a gaging station on Coyote Creek below the mouth of Spencer Creek (listed "near Crow") about 4 miles downstream from the bridge site. The drainage areas are about 94 square miles at the gaging station and 52 at the bridge site. In the absence of any additional data, I would expect a very high correlation between the relative stages and discharges at the two points and the maximum discharge at the bridge site would be about 68 per cent of that at the gaging station. The following is a table of annual floods for the period of record at the gaging station:

Water Year*	Date	Stage**	Discharge
1941	12-21	10.61	1550
1942	12-3	12.89	5200
1943	12-8	13.60	7370
1944	2-9	9.11	623
1945	3-18	11.53	2240
1946	12-28	14.13	9260
1947	11-27	11.26	1920
1948	1-7	14.08	9080
1949	2-18	13.01	5520
1950	1-[illegible]	12.58	4380

RECEIVED
MAR 13 1956
FOR FILING

S-207(6)
4330

Salem, Oregon
March 12, 1956

Elva McCulloch claim

Mr. G. S. Paxson

I have investigated the claim of Mr. Elva McCulloch concerning the Coyote Creek Bridge and the fill across the flood plain of Coyote Creek on the Crow-Gillespie Corner section of the Territorial Highway. This complaint was expressed verbally to Resident Engineer Putnam at his office after the flood of December 21, 1955 (see Putnam's letters of December 27 and February 2).

Mr. McCulloch contends that the fill from the bridge to about Station 1448 (see Putnam's map of January 1956) has increased the height of flooding around his house.

A similar complaint was registered by Mr. McCulloch and the adjacent property owner, Mr. Wittemyer (purchaser of the Pulley property), prior to construction by their joint letter of November 29, 1954. A report of a visit to the site by Mr. L. H. Young is given in Mr. Young's letter of December 9, 1954.

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1947	11-27	11.26	1920
1948	1-7	14.08	9080
1949	2-18	13.01	5520
1950	1-[illegible]	12.58	4380

1951	11-16	13.89	8500
1952	12-5	11.73	3160
1953	1-18	12.89	5460
1954	1-28	13.72	8120
1955	4-13	9.78	1040
1956	12-21	14.30	10000

*A water year begins October 1st of the previous calendar year.
**From gage zero of 374.0 feet.

The data for 1941 to 1952 are from published U.S.G.S. records. The data for 1953 and 1954 are from unpublished U.S.G.S. records. The data for 1955 were obtained for me by the U.S.G.S. by scanning unanalyzed records. The U.S.G.S. recorder went out of operation near the crest of the December 1955 flood. The Corps of Engineers maintains a "Telemeter" (remote sensing) gage in the same well with periodic crests being recorded at Fern Ridge. The crest of 14.3 feet is from this record. The discharge is from the U.S.G.S. rating curve. The Corps of Engineers' record at Fern Ridge shows a crest of 14.5 feet on December 26. Mr. Putnam makes no mention of higher water on the 26th than on the 21st. The Long Tom River near Noti, which usually parallels Coyote Creek near Crow very closely, crested about 5 feet lower on the 26th than on the 21st. A study of comparative elevations indicates that the stage of 14.5 feet might have been influenced by backwater from the stage in the Fern Ridge reservoir at that time. I am omitting this record for lack of confirmation.

There are two ways in which our fill might have influenced the water level in the vicinity of Mr. McCulloch's home. These are reduction of channel storage and backwater effect above the bridge.

The storage capacity of the flood plain east of the fill is so trivial as compared with the discharge of the stream as to have no measurable effect on any flood. This is particularly true of the flood of December 21st since it had a broad double-crest (see attached hydrograph at the gaging station).

In appraising the possible backwater effect of the fill, the following facts were considered:

1. The flood of December 21, 1956 was higher than the flood of February 18, 1949 by 1.4 feet above the old bridge and 1.3 feet at the U.S.G.S. gaging station.

2. There was a foot of fall from the downstream side of the old bridge to the inlet to the cattle pass at Station 1447.

3. There was 5 feet of fall from the old bridge to the new bridge.

4. There was no measurable backwater head at the bridge since marks recorded by Mr. Putnam show 422.0 feet on both sides of the structure and only 0.4 foot higher 300 feet upstream.

5. There is no sign of appreciable siltation above the bridge or scour below. These are usually present when water is backed up above a structure and accelerated through the structure.

It is my opinion that we have done Mr. McCulloch no damage and that the only effect of additional openings in the fill would be to raise the water level on the east side of the fill.

Roy C. Edgerton

RCE:gm
Attach.

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FEB [illegible] 1956
FOR FILING

S-247(6)

4330

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1956

SUBJECT: McCulloch Complaint
Crow-Gillespie Corner
Territorial Highway

To:

Mr. G. S. Paxson
Assistant State Highway Engineer

OFFICE

NOTE
W. C. WILLIAMS

Attached hereto find copies of reports from Mr. Edwards and Resident Engineer Putnam regarding subject named complaint. This matter was the subject of a report by me prior to construction. Copy of that report is also attached.

Mr. Edwards conclusion is that very little relief could be afforded by the construction of additional openings in the fill. However, I think this phase should be investigated more fully and suggest that Roy Edgerton be assigned to investigate this to determine if additional openings would relieve the situation, size of such openings and an estimate of cost. With this information the Right of Way Department can determine whether it would be more feasible to try to settle with Mr. McCulloch.

I call your attention to the third to the last paragraph in my report of December 9, 1954 to Mr. Smith. At that time I certainly did not take into account the intensity of rainfall that we have experienced this year as set out in the fifth paragraph of Mr. Edwards' letter.

L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:ep

Attach.

cc - Mr. W. C. Williams

RECEIVED
FEB 15 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 8 1956
FOR FILING

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 7, 1956

S 4114
4330

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4330	10-Final	Warren Northwest, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1861	B-142478	$ 10,411.11	2/7/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 15, 1955

Time Extensions: to Oct. 3, 1955 with

Completion Date: Oct. 3, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-8-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: FEB 8 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
JAN 25 1956
FOR FILING

5-24776
4330

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

[illegible], [illegible]

[illegible]

SUBJECT: [illegible] Betterment
[illegible]

To:

[illegible]
[illegible]
[illegible], Oregon

L

[illegible] Betterment [illegible] Stiffler's [illegible] of Eugene.

[illegible] Betterment [illegible]

Jas
[illegible]
[illegible] Engineer

Dist
[illegible]
cc - [illegible]
[illegible]
[illegible] Stiffler

RECEIVED
JAN 25 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. W. STIFFLER

RECEIVED
JAN 20 1956
FOR FILING

S-247(6)
4330

January 19, 1956

CERTIFIED MAIL

Federal Insurance Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4330 for work performed on the Crow-Gillespie Corner Section of the Territerial Highway in Lane County was completed by the contractor, Warren Northwest, Inc., on October 3, 1955 and was formally accepted by the Highway Commission on November 3, 1955.

Final payment in the amount of $10,411.11 will be released to the contractor on or after January 30, 1956. The total contract amount is $$349,418.24, of which amount $1536.42 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Robt. E. Wallace, Manager
320 California St.
San Francisco 4, Calif.

NOTED ON CARD
gl

RECEIVED
NOV 23 1955
FOR FILING

5-[illegible]
4330

November 21, 1955

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from September 15 to October 15, 1955 within which to complete your contract No. 4330, covering the Crow-Gillespie Corner Section of the Territorial Highway in Lane County.

We are pleased to inform you that the Highway Commission granted your request to October 3, 1955, the actual completion date of the contract, without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

James Putnam,
Resident Engineer

Forrest Cooper,
Construction Engineer

S-247(6)

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 5, 1955

Section Crow-Gillespie Corner

Kind of work Grade and Pave

Highway Territorial

Section prefix 120-1003

Contractor Warren Northwest Inc.

Contract number 4330

Date of contract December 20, 1954

Date of completion September 15, 1955

Date work started January 26, 1955

Estimated date of completion ...., 19....

Project authorization $381,939.56

Exclusive of Engineering $354,310.08

Per cent of time elapsed 106.7 %

Estimated cost of completed project, exclusive of engineering $346,219.33

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering authorization $27,629.48

Engineering cost to date $31,501.43, 114.0 %

Date project was completed October 3, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

FINAL REPORT

Semi-final estimate was shipped to the Division Office on November 3.

Sight posts have been staked and centerline marked for striping.

NOTED
OSCAR CUTLER

NOTED
L. H. Young

NOTED
W. T. WRIGHT

RECEIVED
NOV 7 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed J F Putnam

Address 2191 E. 15th Street, Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7.98	7.98		7.98	7.98
Miles partially completed					
Miles completed	7.98	7.98		7.98	7.98
Total estimated quantities	111,852 CY	57,811 CY	3180 CY	255 T	20,477 T
Estimated quantities moved or placed to date	111,852 CY	57,811 CY	3180 CY	255 T	20,477 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Cloudy		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Showers		
Saturday			

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OCT 25 1955
FOR FILING

S-247(6)
4330

6

October 24, 1955

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Warren Northwest, Inc. a portion of the funds heretofore retained by the Commission on contract No. 4330, covering the Crow-Gillespie Corner Section of the Territorial Highway in Lane County.

This payment, in the amount of $34,540.70, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $10,484.76. The present payment will be released on or after November 3, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Robt. E. Wallace, Mgr.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

RECEIVED
DEC 15 1955
FOR FILING

FORM E30—50M—10-54—79485

S-247(6)
4330

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B

AGENDA
NOV 3 1955
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3C-5

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 21, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

L

Attached are four copies of an abandonment resolution covering the Crow-Gillespie Corners Section of the Territorial Secondary Highway No. 200 in Lane County. The resolution has been checked in this office and may be presented to the Highway Commission for adoption.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

RHP:mm
Att.

3 copies [illegible]

RECEIVED
OCT 21 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Resolution

MAY

M

RECEIVED
OCT 14 1955
FOR FILING

247 (d)
433

October 14, 1955

Request for extension of time
No. 15
November 3 and 4 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Warren Northwest, Inc. for an extension of time on the Crow-Gillespie Corner Section of the Territorial Secondary Highway, Contract No. A330, from September 15 to October 15, 1955.

Weather conditions in the spring seriously delayed the grading operations and necessitated the overrun in time in order to complete the paving operations.

This contract was actually completed October 3, 1955, and I recommend the extension to that date without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

EAP:dt me

Enclosure

cc Mr. H. G. Smith

RECEIVED
OCT 14 1955
FOR FILING

S-247(6)
4330

October 13, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 3, 1955 on Contract No. 4330, Crow-Gillespie Corner Section, in Lane County, in connection with Federal Aid Project No. S-247(6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DSP:ls

cc: John Cottrell

RECEIVED
OCT 13 1955
FOR FILING

S-247(a)

#330

3e
9-22-55

October 10, 1955

H. G. Mason, Superintendent
Department State Police
Public Service Building

Dear Mr. Mason:

This note is simply to inform you that the State Highway Commission at its meeting on September 22, 1955 approved the reclassification from a Group II highway status to a Group I status of the following described section of the Territorial Secondary Highway in Lane County:

M. P. 10.12 (Junction with the Siuslaw Highway) Southerly to
M. P. 32.44 (Gillespie Corner).

This reclassification authorizes the operation of truck-and-trailer combinations having an over-all length of 60 feet over this highway section. The reclassified section makes a junction with a county road leading to Eugene over which equipment 60 feet over all in length may also be operated.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

B

RECEIVED
AUG 31 1955
FOR FILING

17(6)

August 31, 1955

Cross Referenced To:
adm
Hwy. Desig

Oregon State Highway Commission

Gentlemen:

Warren Northwest, Incorporated, was awarded a contract for resurfacing and paving a section of the Territorial Secondary Highway between Crow and Gillespie Corner, a distance of about eight miles.

Based on requests of the Company to operate a tank truck and trailer combination with an over-all length of 60 feet, hauling asphalt from Cheshire southerly over the Territorial Secondary Highway to the job, we have conducted and observed the necessary successful test runs, with the result that, under authority previously granted me, I have today approved the reclassification from the status of Group 2 to that of Group 1 of that section of the Territorial Secondary Highway from M.P. 0.0 (junction with the Siuslaw Highway) southerly to M.P. 18.44 (Gillespie Corner) which also makes a junction with the county road connecting with Eugene over which 60-foot equipment may also be operated.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. R. B. Sipprell
Mr. W. W. Stiffler

WWS:er lg

FORM 830—50M—10-54—79485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 29, 1955

SUBJECT:

To: W. W. Stiffler
Assistant Highway Engineer
Department

Dear Sir:

At the request of Warren Northwest, Inc., Portland, who has the contract for the paving on the Territorial Highway south of Veneta, a test run of truck and full trailer combinations at 60 feet overall length transporting hot asphalt was observed by Mr. C. C. Deyo and Mr. Jensen on August 23, 1955, from the junction with the Siuslaw Highway near Cheshire to Lorane and return over the Territorial Highway Number 200.

The results of the test indicated that this type of equipment could negotiate the entire route without encroaching into the opposing lane of traffic at any point. Due to the fact, however, that it is felt that if the highway were approved to Group I status to the southerly terminus of Lorane, it would lead haulers to utilize the section between Lorane and Anlauf which would not accommodate this type of equipment in the manner prescribed by law. It is recommended, therefore, that consideration be given to the reclassification to Group I status from the junction with the Siuslaw to Gillespie Corner, nine miles south of Crow which would complete the circuit via county roads to Eugene and also connect with the westerly end of the Group I section of the Richardson-Eugene Highway at Veneta.

As a result of the telephone report made by the undersigned to you on August 24, 1955, Warren Northwest, Inc. was advised that temporary approval had been granted to issue transportation permits for operation over this section pending confirmation by the State Highway Commission.

Very truly yours,

R. B. Sipprell
Director of Permits

G. A. Williamson
Transportation Permit Supervisor

RECEIVED
AUG 29 1955
OFFICE OF
STATE HIGHWAY ENGINEER

cc
GAW:lch

NOTED
W. W. STIFFLER

B

RECEIVED
JUN 24 1955
FOR FILING

FORM E-30X—50,000—10-54—79464

S-247(6)
4330

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1955

SUBJECT:

To: Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

[illegible]
W. C. WILLIAMS

Dear Sir:

The subcontract between Warren Northwest, Inc. and Tuss Brothers, covering the hauling and placing only of Items 22 and 23, on the Crow-Gillespie Corner Contract No. 4330, Oregon S-247 (6), is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: W. C. Williams
C. G. Polk (2)

RECEIVED
JUN 22 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

44

State Oregon
County Lane
Project No. S-247(6)

4530

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 20th day of June, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 18th day of November, 1954, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program: Being 8.014 miles of grading, draining, 2-lane high type pavement and bridge construction (Character of work) between F.A. Route 25 approximately 1 mile southwest of Cheshire and F.A. Route 20 at Alsea (Control points) consisting of 7.980 miles of roadway and one (Number) bridge~~s~~ totaling 0.034 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of two hundred forty-nine thousand and 00/100 dollars ($249,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is four hundred five thousand, eight hundred sixty-eight and 65/100 dollars ($405,868.65).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title)

By Chas H Reynolds

Member, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By

Division Engineer, Bureau of Public Roads

—32551

JUN 1 1936

Oregon State Highway Department

Federal Aid Secondary
Project No. S-247(6)

CROW-GILLESPIE CORNER SECTION

OF THE TERRITORIAL HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 21, 1955

Type Code 6202
Roadway (Sta. 1344+50 to Sta. 1771+00)(Contract No. 4330)

All Required	Clearing and Grubbing		$ 8,500.00
All Required	Removal of Bridges		2,000.00
800 cu.yds.	Drainage Excavation, Unclassified	$ 2.50	2,000.00
112,000 cu.yds.	General Excavation, Unclassified	0.30	33,600.00
250,000 yd.sta.	Short Overhaul	0.015	3,750.00
3,700 C-yd.sta.	Long Overhaul	0.40	1,480.00
230 hours	Blade Grader	9.00	2,070.00
3.73 miles	Finishing Roadbed and Slopes	1,000.00	3,730.00
6,000 lin.ft.	Rounding Cut Banks	0.17	1,020.00
1,650 lin.ft.	12-inch Concrete Pipe	1.85	3,052.50
1,100 lin.ft.	18-inch Concrete Pipe	3.35	3,685.00
340 lin.ft.	24-inch Concrete Pipe	4.65	1,581.00
180 lin.ft.	30-inch Concrete Pipe	5.75	1,035.00
150 lin.ft.	36-inch Concrete Pipe	7.10	1,065.00
50 lin.ft.	48-inch Concrete Pipe	14.10	705.00
20 lin.ft.	36-inch Corrugated Metal Pipe	14.50	290.00
120 lin.ft.	72-inch Corrugated Metal Pipe	34.00	4,080.00
30 lin.ft.	Salvaging Culvert Pipe	4.00	120.00
120 cu.yds.	Class "A" Concrete	49.50	5,940.00
17,000 lbs.	Metal Reinforcement	0.125	2,125.00
430 cu.yds.	Loose Riprap	3.00	1,290.00
47,000 cu.yds.	2½" - 0 Material in Base	1.95	91,650.00
11,000 cu.yds.	3/4" - 0 Material in Base and Shoulders	2.30	25,300.00
1,200 M-gal.	Sprinkling	2.00	2,400.00
72,000 Gal.	SS-1 Asphalt in Sprinkling	0.18	12,960.00
21,000 tons	Class "B" Asphaltic Concrete	5.52	115,920.00
20 tons	RS-1 Asphalt in Tack Coat	55.00	1,100.00
16 tons	RS-1 Asphalt in Pavement Seal	45.00	720.00
100 cu.yds.	Aggregate in Pavement Seal	5.00	500.00
	Subtotal		$333,668.50
	10% Engr. & Cont.		33,366.85
	Total		$367,035.35

Type Code 1021
Coyote Creek Bridge (Sta. 1420+21 to Sta. 1422+03)(Contract No. 4343)

All Required	Shoring, Cribbing, Etc.		$ 1,020.00
240 cu.yds.	Structural Excavation	$ 7.00	1,680.00
20 cu.yds.	Excavation Below Elevation Shown	12.00	240.00

580 cu.yds.	Furnish Treated Timber Piling	$ 1.55	$ 899.00
16 only	Drive Timber Piles	54.00	864.00
350 cu.yds.	Class "A" Concrete	62.00	21,700.00
80,000 lbs.	Metal Reinforcement	0.11	8,800.00
25 lin.ft.	8-inch Metal Drain Pipe	4.00	100.00
		Subtotal	$ 35,303.00
		10% Engr. & Cont.	3,530.30
		Total	$ 38,833.30

Length of Roadway	7.980 miles
Length of Structure	0.034 mile
Total Length	8,014.miles
Cost of Roadway per mile	$45,994.40

Federal Funds- -	$249,000.00
State Funds- -	156,868.65
	$405,868.65

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maint: Chap. 529, laws 1939.

RECEIVED
FEB 21 1955
FOR FILING

S-2-17([illegible])

4[illegible]

file

CROW-APPLEGATE
SCHOOL DISTRICT NO. 66
ROUTE 5 — PHONE 2896
EUGENE, OREGON

February 16, 1955

Mr. W. C. Williams
Deputy State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Re; File 22488
Crow-Gillespie Corner Section
Territorial Highway
Lane County

Dear Sir:

Reference is made to my letter to Mr. R. L. Porter, Right-of-Way Department, dated December 23, 1954, which was forwarded to you by him for consideration. This concerns the possibility of placing an underpass across the state highway joining the properties owned by School District # 66 of Lane County and to date we have not heard from your department.

This letter is merely a "follow up" and the facts presented in the original letter of course still apply. However, the more we have talked with the people of the community, the more it seems that an underpass would be advisable. In all probability the highway will become a major traveled road and a fairly fast one. At present it is the shortest route going down the valley to California for the people of Corvallis and the communities west of Eugene. Of course I do not know what future plans are being made but this road could eventually carry south bound traffic from Portland.

We believe, for the protection of our school children, this underpass should be constructed. When you have made an investigation we would be pleased to have your ideas and decision.

NOTED
W. C. WILLIAMS

Very truly yours,

Chas. L. Foster
Charles L. Foster
Board Chairman, School District # 66

CLF:m

Reply made to
Dec 23 letter
2-15-55

RECEIVED
FEB 18 1955
STATE HIGHWAY COMMISSION

RECEIVED
FEB 3 1955
FOR FILING

S-246 (6)
4330

February 2, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on January 26, 1955, on Contract No. 4330, Crow-Gillespie Corner Section, in Lane County, in connection with Federal Aid Project No. S-246 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DSP:ia

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JAN 21 1955
FOR FILING

FORM E-30X 37½ 3-54 73730

S -247(6)

4-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 28, 1955

SUBJECT:

To:

Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

[illegible]
W. C. WILLIAMS

Dear Sir:

The subcontract between Warren Northwest, Inc. and Snook Brothers, covering Items 19 and 20, on the Crow-Gillespie Corner Contract No. 4330, Oregon S-247 (6) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: W. C. Williams
C. G. Polk (2)

RECEIVED
JAN 11 1955
FOR FILING

S-247(6)
43

F

January 11, 1955

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4316, covering the Prineville-Eagle Rock Section of the Paulina Highway in Crook County, awarded December 7, 1954.

Contract No. 4330, covering the Crow-Gillespie Corner Section of the Territorial Highway in Lane County, awarded December 20, 1954.

A copy of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

8

RECEIVED
JAN 7 1955
FOR FILING

S-247 (6)
4330

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 6, 1955

SUBJECT:

NOTED
W. C. WILLIAMS

To:

Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

The subcontract between Warren Northwest Inc. and Durbin Brothers covering Items 1 to 18 inclusive, and Item 20, on the Crow-Gillespie Corner Contract No. 4330, Oregon S-247 (6) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:cf

Encls.

cc to: W. C. Williams
C. G. Polk (2)

RECEIVED
DEC 30 1954
FOR FILING

5-247 (6)
-1

December [illegible]6, 1954

Warren Northwest, Inc.
[illegible] N. E. [illegible] Drive
Portland, Oregon

NOTED
J. Mc C.

Gentlemen:

The State Highway Commission on December 7, 1954 accepted your proposal for grading, paving, roadbed reshaping; also furnishing crushed materials in stockpile on the Crow-Gillespie Corner section of the Territorial Highway west of Eugene in Lane County for the sum of $546,[illegible]68.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. [illegible].

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: R. G. Savage (SIAC)
H. G. Smith
S. H. Probert

Pacific Builder & Engineer, Inc.
[illegible]418 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

RECEIVED
DEC 21 1954
FOR FILING

FORM 230
S-21174

OREGON STATE HIGHWAY DEPARTMENT

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
December 20, 1954
4:00 p.m.

Warren Northwest, Inc.
9860 N. E. Hancock Drive
Portland, Oregon

Contract for work on Crow-Gillespie Corner Section of the Territorial Highway, Lane County for which you submitted low bid on December 7, 1954 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

Files ✓

RECEIVED
DEC 20 1954

RECEIVED
DEC 21 1954
FOR FILING

S-217(1)

4330

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 20, 1954

SUBJECT: Crow-Gillespie Corner Section
Territorial Highway
Lane County

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

The right of way for the Crow-Gillespie Corner Section has now been acquired. As far as this department is concerned, the contract may be awarded.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/fn

RECEIVED
DEC 20 1954

RECEIVED
DEC 22 1954
FOR FILING

S-217(6)
4320

Salem, Oregon
December 16, 1954

SURVEY RESOLUTIONS

Mr. G. E. Rohde
Salem, Oregon

Dear Sir:

I am enclosing for your records copies of two Survey Resolutions Nos. 109 and 110, adopted b the Oregon State Highway Commission on October 28, 1954 describer as follows:

Crow-Gillespie Corner Sec. of the Territorial Secondary Highway.

Reedsport-Dean Cr. Sec. of Umpqua Highway in Douglas County.
Sandy-Forest Boundary Sec. of Mt. Hood Highway in Clackamas County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

cl

encs. 2

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FOR FILING

Const
Fed Aid
Prog + [illegible]

S-247 (6)

December 9, 1954

Warren Northwest, Inc.
9860 N. E. Hancock Drive
Portland, Oregon

Gentlemen:

The State Highway Commission on December 7, 1954 accepted your bid in the amount of $340,268.50 for grading, roadbed reshaping, and paving; also furnishing 3,000 cu. yds. crushed materials in stockpile on the Crow-Gillespie Corner Section of the Territorial Highway west of Eugene in Lane County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
NOV 26 1954
FOR FILING

Crow
RW
Territorial Sec.

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

W. C. WILLIAMS

Salem, Oregon
November 18, 1954

SUBJECT:

To: Mr. J. W. Cattrall
County and City Relations Engineer
OFFICE

At the December 7-8 meeting the Highway Commission is receiving bids for a project on the Territorial Highway referred to as the Crow-Gillespie Corner Section.

With one exception, the new location follows or is very close to the existing road. The exception is from approximately Station 1414 to Station 1450 where the new location forms a bow string with the old. About 600 feet westerly from the connection between the old and the new, near Station 1450, a county road joins the present location and this road and probably part or all of the old location will have to be retained as a public way.

I am handing you a map on which I have indicated in red the section of the existing road which will no longer be needed for highway purposes and in blue I have shown the county road to which I refer.

The purpose of this letter is to ask you to contact the Lane County Commission and work out, if possible, the details of transferring the existing roadway to their jurisdiction.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

RECEIVED
NOV 18 1954
STATE HIGHWAY [illegible]

FC:js

Encl

cc: W. C. Williams

RECEIVED
OCT 26 1954
FOR FILING

Const
R/W
Territorial Hy.

October 22, 1954

Oregon State Highway Commission

Gentlemen:

We have completed the survey for the reconstruction of the Crow-Gillespie Corner Section of the Territorial Highway in Lane County. This is in the current approved federal-aid program, and we have scheduled contracting of this project in December.

This matter will be on the agenda, and I recommend your approval of the survey as indicated between Station 1344+54.31 and Station 1771+00.

Very truly yours,

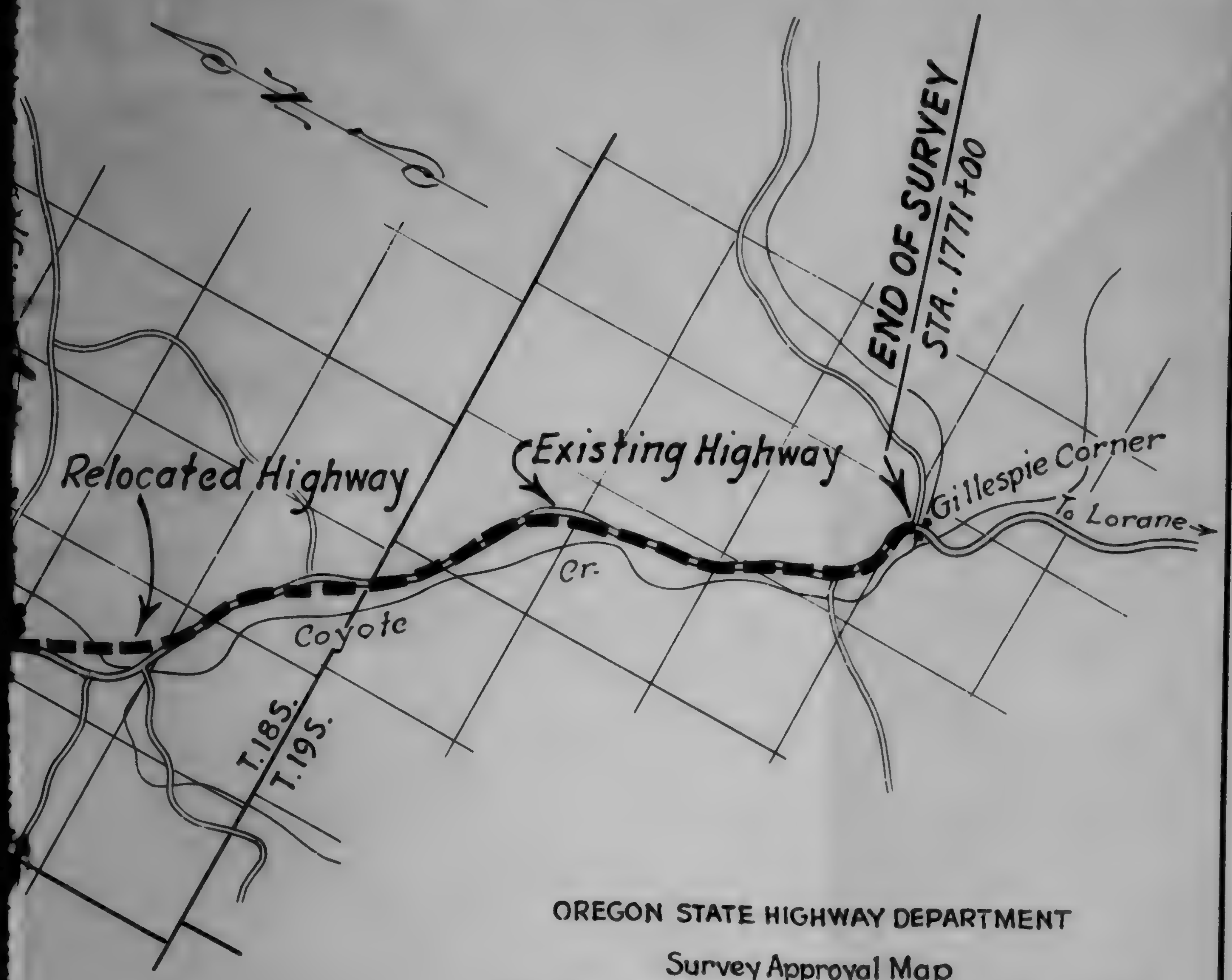
W. C. Williams
Acting State Highway Engineer

WCW:me

Enclosure

cc Mr. H. G. Smith

1R-5-610



PPROVED

STATE HIGHWAY ENGINEER

0-22-54

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

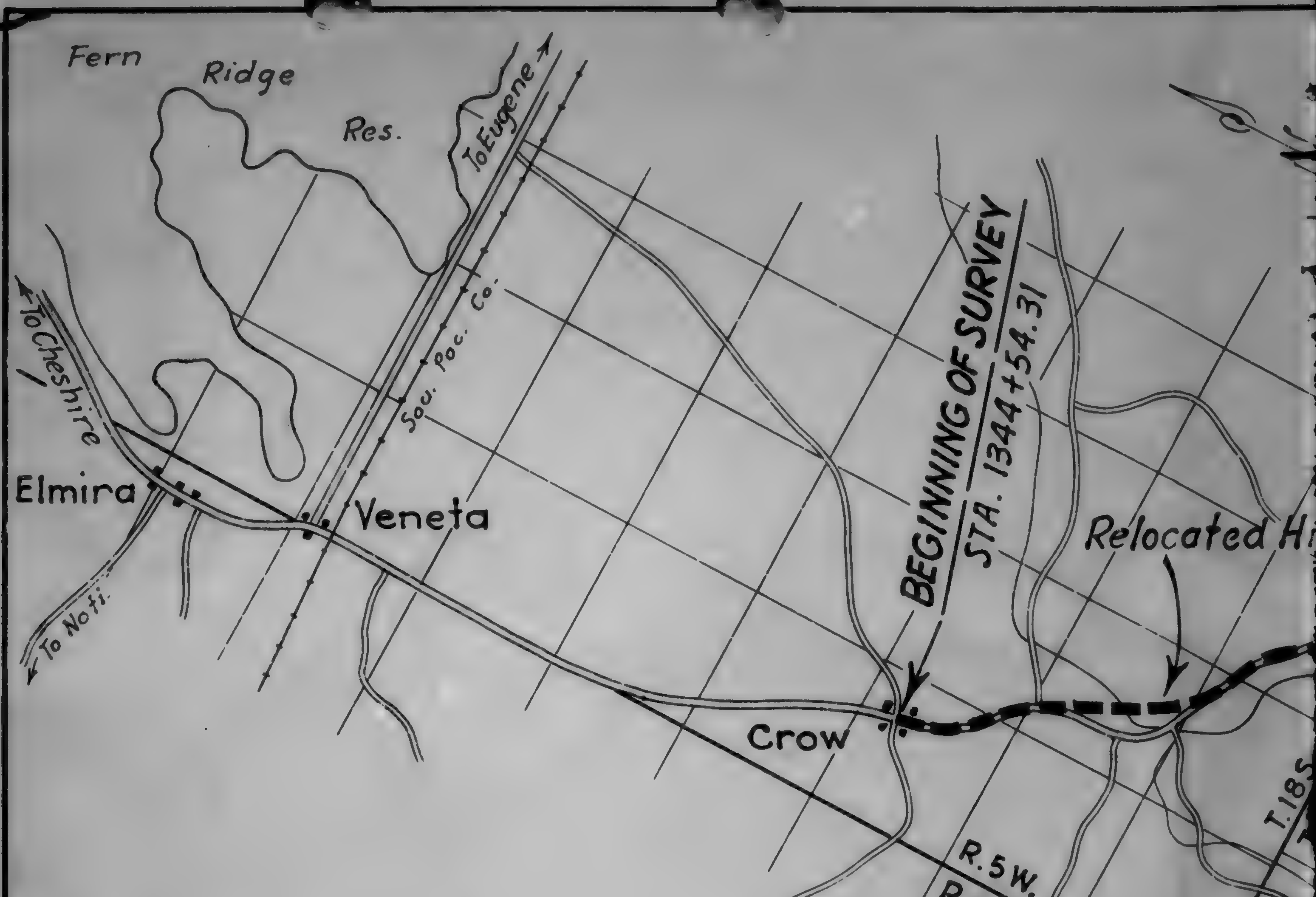
CROW-GILLESPIE CORNER SECTION

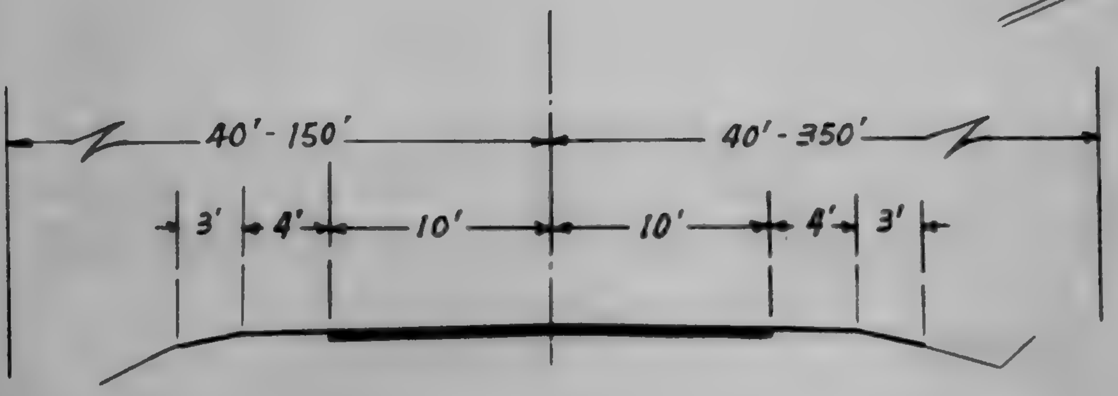
TERRITORIAL HIGHWAY

LANE COUNTY

Scale: 1" = 1 Mi. Oct., 1954

DRG. NO. 1R-5-610





TYPICAL SECTION

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 10-22-54

RECEIVED

FOR FILING

[illegible]
Filed
Territorial Sec.

June 14, 1954

Honorable Paul L. Patterson
Governor of Oregon
Capitol Building
Salem, Oregon

Dear Governor Patterson:

I am returning the letter addressed to you by Elmer L. Smith, of Eugene, relative to the Territorial Secondary Highway, with the following comments:

There are sections of the Territorial Secondary Highway which as yet have not been paved. The Highway Commission is endeavoring to bring the secondary highway to a paved standard as rapidly as funds will permit. In 1952 the Highway Commission awarded a contract to pave from the Benton County line to Cheshire on the Territorial Secondary Highway for a cost of $200,000. In 1953 a contract was awarded to pave the Gillespie Corner-Lorane Section at a cost of $241,000. A contract has recently been let for the paving of the Siuslaw Junction to Smithfield Section at a cost of $100,000.

From the above, you will note that the Commission has allocated $541,000 to this highway in the past two years. When additional funds can be authorized for this same highway I am not in a position to state at this time, as all current funds are obligated.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc Mr. W. C. Williams

WCW:me hi

PAUL L. PATTERSON
GOVERNOR

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

May 27, 1954

Mr. Elmer L. Smith
Route 5, Box 330
Eugene, Oregon

Dear Mr. Smith:

I thank you for your letter of May 24th, in which you urge the improvement of the Territorial Highway from Crow to Gillespie Corners. From the information you have given, I am not certain whether this stretch of road is a portion of the state highway system. However, I shall make it a point to discuss this situation with Mr. Baldock at the first opportunity, and as soon as I have a report on it, I shall write you further.

Sincerely yours,

Paul L. Patterson

Governor

NOTED
W. C. WILLIAMS

PLP:S

cc: Mr. R. H. Baldock

REFERRED TO
Mr. Williams
By State Highway Engineer

Please prepare a report to the Governor on this.

COPY

Rte. 5 Box 330
Eugene, Oregon

May 24, 1954

His Excellency
Paul Patterson
Governor of Oregon

Dear Governor:

Now that the elections are in the past and continued tenure of office is assured, I want to ask, in behalf of many, for your assistance in getting a small and long promised job done, and I am sure that you can see to it that we can get this small but important job done right away.

Here is what we want done: We want the Territorial Highway hard-surfaced from Crow south to Gillespie Corners, a distance of about ten miles or less, the excuse on this has been, lack of funds and we know that this is indeed a poor excuse to offer, for we know that this important road has paid for itself many, many times and we know that funds that should have gone onto this road have been diverted elsewhere, therefore the good citizens living the length of this mentioned zone are disturbed to the boiling point, and they have every reason to be, for here is a job that can be done up quickly because the road has a fine base and where the road now is in its present location is perfectly satisfactory, this road is heavily traveled and with the dust of summer and the slop of winter its condition is terrible.

Rest assured, Your Excellency, that the people concerned will ever be grateful for the assistance which they know that you can and will give to this important matter, this aged and honored trail.

Very sincerely yours,

/s/ Elmer L. Smith

Elmer L. Smith

RECEIVED
DEC 21 1954
FOR FILING...

-217A

4300

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 22, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Sir:

Herewith seven copies of a sketch map for use in securing the Commission approval of the survey on the Crow-Gillespie Corner Section of the Territorial Highway. This section is scheduled for contracting in December with a budgeted amount of $415,000.00.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

-W-GILLESPIE CORNER SEC. TERRITORIAL HIGHWAY LANE COUNTY					SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR		TOTAL SHEETS
8	OREGON	S-247(6)			See Index

F OREGON
Y DEPARTMENT

POSED PROJECT

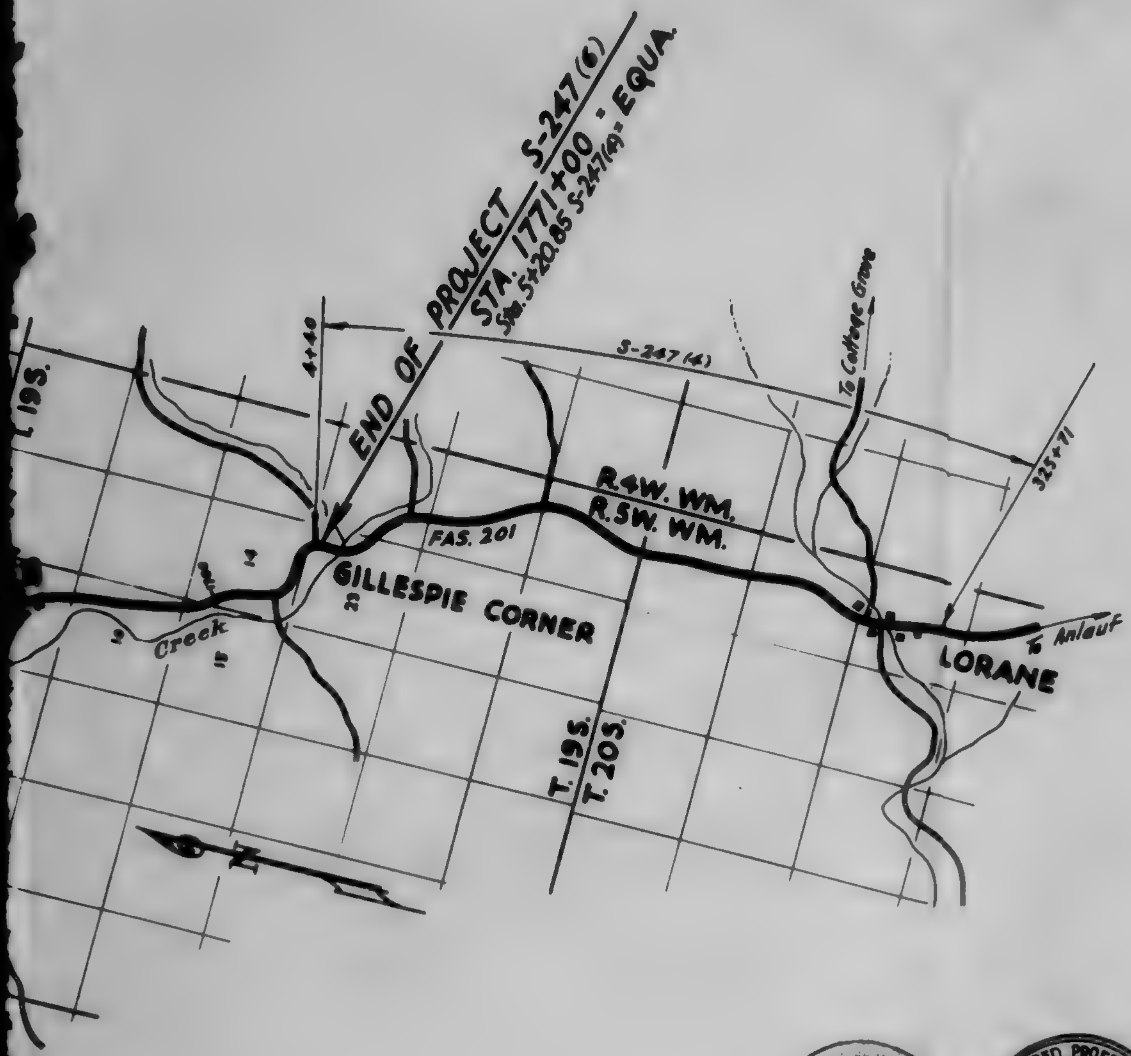
& PAVING

CORNER SECTION

AL HIGHWAY

OUNTY

1954



ch Map

1 2 MILES

W. C. WILLIAMS

R. H. BALDOCK 167 OREGON NOV. 8, 1919

DEPUTY STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION

BEN. R CHANDLER, Chairman
CHAS. H. REYNOLDS, Commissioner
M. K. McIVER, Commissioner

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED:

DISTRICT ENGINEER DATE

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	*Title Sheet*
2	*Summary & Typical Section*
3-16 incl.	*Plan & Profile*

Drg. Nos.

9736 11363	*Box Culverts*
2051	*Misc. Structures*

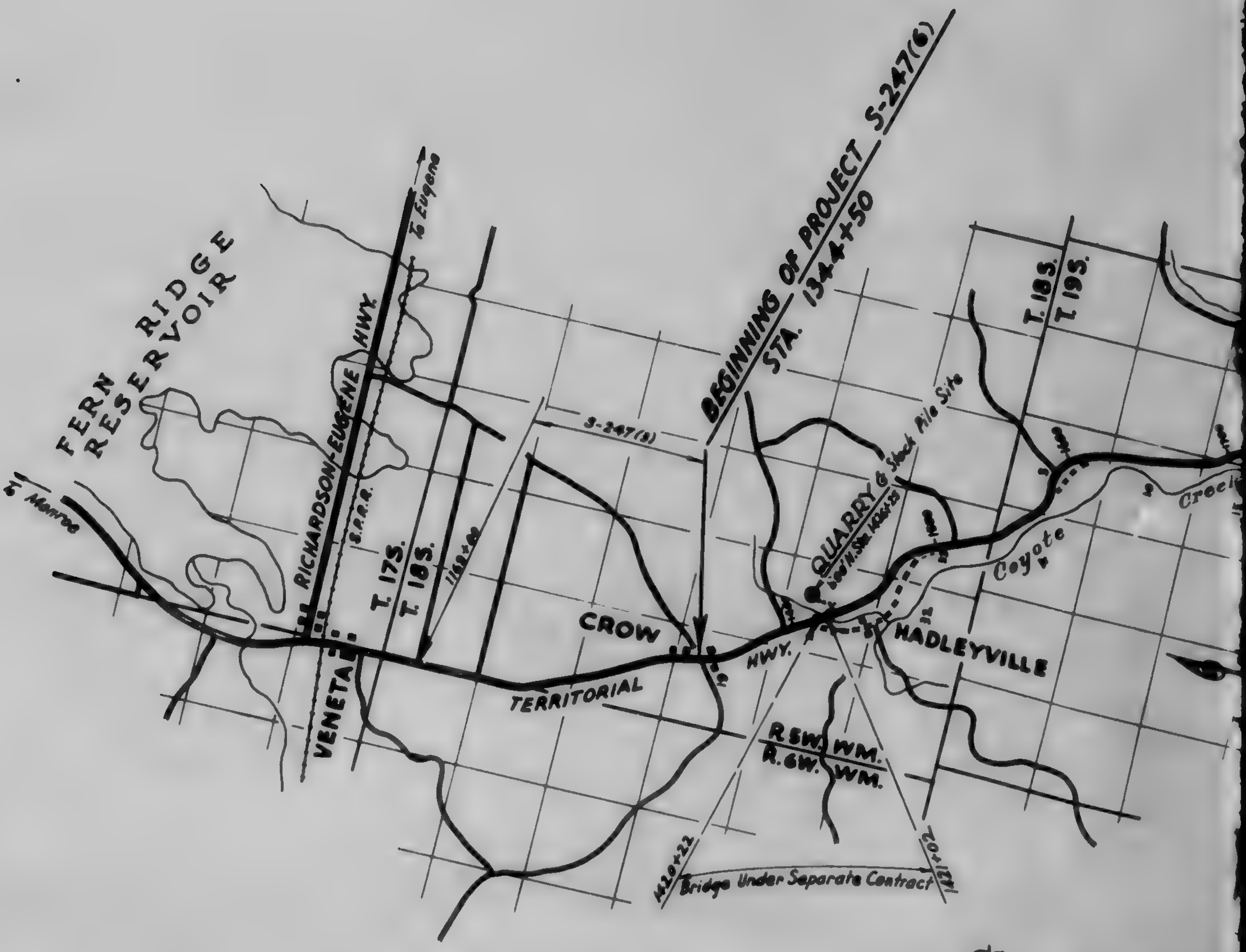
STATE OF OREG
STATE HIGHWAY DE
PLANS FOR PROPOSED

GRADING & PAVING

CROW-GILLESPIE CORNE
TERRITORIAL HIGHWA

LANE COUNTY

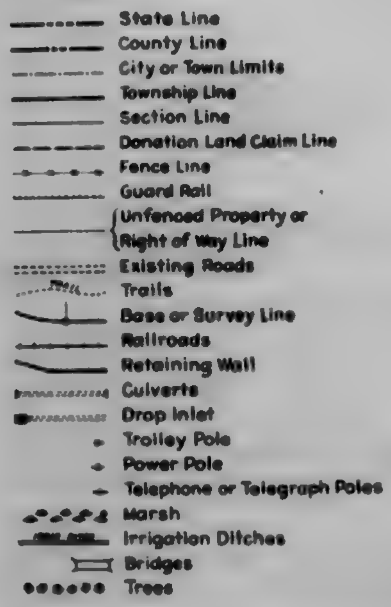
DEC. 1954



Sketch Map

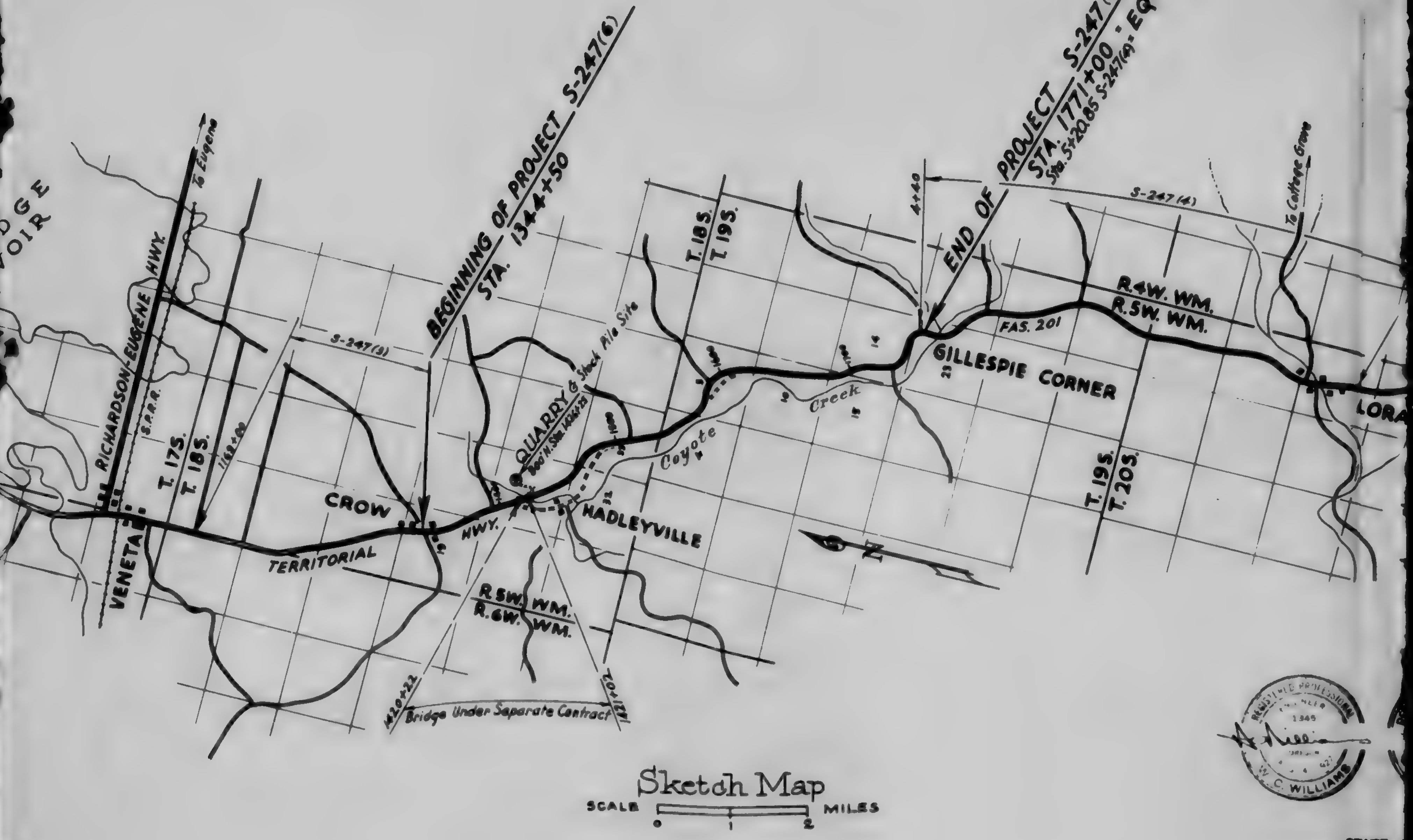
SCALE 0 1 2 MIL

CONVENTIONAL SIGNS



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
PLANS FOR PROPOSED PROJECT

GRADING & PAVING
CROW-GILLESPIE CORNER SECTION
TERRITORIAL HIGHWAY
LANE COUNTY
DEC. 1954



Sketch Map

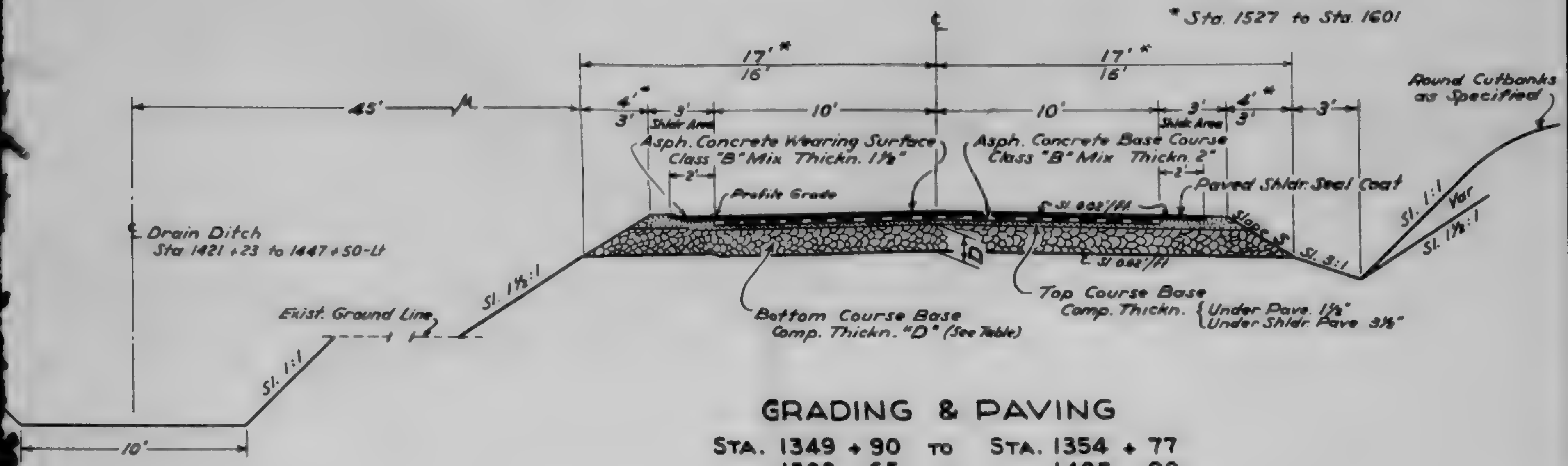
REGISTERED PROFESSIONAL ENGINEER
1345
W. C. WILLIAMS

STATE

BEN. R CHA
CHAS. H. RE
M. K.

OW-GILLESPIE CORNER SEC. TERRITORIAL HIGHWAY LANE COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-247(6)		See Index

TYPICAL SECTIONS

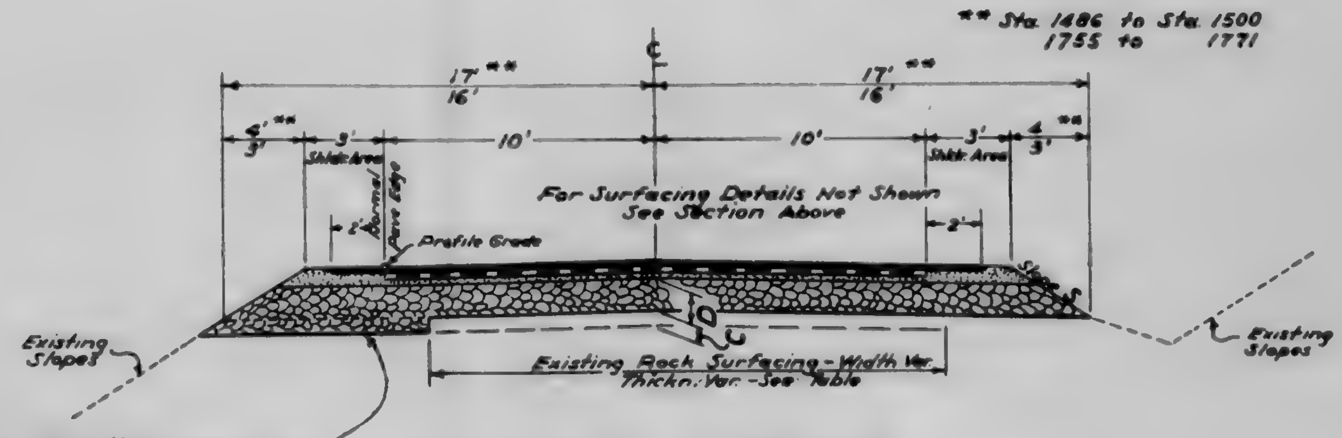

* Sta. 1527 to Sta. 1601
17'*
16'
17'*
16'
45'
4'*
3'
3'
Shldr. Area
10'
10'
3'
Shldr. Area
4'*
3'
3'
Round Cutbanks as Specified
Asph. Concrete Wearing Surface Class "B" Mix Thickn. 1½"
Asph. Concrete Base Course Class "B" Mix Thickn. 2"
2'
2'
Profile Grade
Paved Shldr. Seal Coat
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Drain Ditch Sta. 1421+23 to 1447+50-Lt.
D
Slope S
Sl. 3:1
Sl. 1:1
Var.
Sl. 1½:1
Sl. 1½:1
Exist. Ground Line
Sl. 1:1
Top Course Base Comp. Thickn. {Under Pave. 1½" / Under Shldr. Pave 3½"
Bottom Course Base Comp. Thickn. "D" (See Table)
10'

GRADING & PAVING

Sta. 1349 + 90 to Sta. 1354 + 77
1382 + 65 to 1486 + 00
1527 + 00 to 1599 + 54
1719 + 00 to 1737 + 40

es

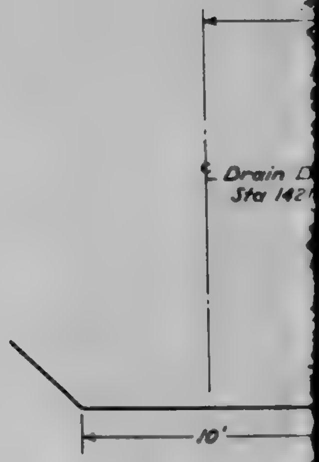
ALLOW	TOTAL
	All
	All
67	800
340 *	112,000
1,670 *	250,000
469 *	3,700
20	230
	3.73
450	6,000
150	1,650
107	1,100
28	340
15	180
18	150
2	50
4	20
12	120
6	30
10	120
910	17,000
36	430
4,612	47,000
976	11,000
80	1,200
6,845	72,000
979	21,000
1	20
	16
6	100


** Sta. 1486 to Sta. 1500
1755 to 1771
17'**
16'
17'**
16'
4'**
3'
3'
Shldr. Area
10'
10'
3'
Shldr. Area
4'**
3'
Normal Pave. Edge
2'
2'
Profile Grade
For Surfacing Details Not Shown See Section Above
Slope S
D
C
Existing Slopes
Existing Slopes
Existing Rock Surfacing - Width Var. Thickn. Var. - See Table
Bottom Course Base thickness where normal pavement edge extends beyond limits of existing surfacing to be equal to thickness "D" plus thickness "C".

RESHAPING & PAVING

Sta. 1344 + 50 to Sta. 1349 + 90
1354 + 77 to 1382 + 65
1486 + 00 to 1527 + 00
1599 + 54 to 1719 + 00
1737 + 40 to 1771 + 00

STATION to STATION			BOTTOM CRSE. BASE Comp. Thickn. "D"	EXIST. SURFACING Thickn. "C"	SURFACING SLOPE "S"
1344 + 50	–	1349 + 90	8"	0	2.63 : 1
1349 + 90	–	1354 + 77	8"		2.63 : 1
1354 + 77	–	1382 + 65	5½"	2½"	3.23 : 1
1382 + 65	–	1486 + 00	7"		2.83 : 1
1486 + 00	–	1500 + 00	9½"	4"	3.15 : 1
1500 + 00	–	1517 + 00	6"	4½"	3.06 : 1
1517 + 00	–	1527 + 00	4"	5"	3.70 : 1
1527 + 00	–	1570 + 00	10"		3.05 : 1
1570 + 00	–	1599 + 54	12"		2.70 : 1
1599 + 54	–	1650 + 00	4"	9"	3.70 : 1
1650 + 00	–	1719 + 00	8"	6"	2.68 : 1
1719 + 00	–	1737 + 40	8½"		2.54 : 1
1737 + 40	–	1755 + 00	6"	12½"	3.06 : 1
1755 + 00	–	1771 + 00	13"	2"	2.56 : 1



NOTE; ✻
Quantities shown in distribution were estimated for a roadbed width of 30'. Extra quantities shown in the allowance column provide for widening of section to subgrade width shown on Typical Section.

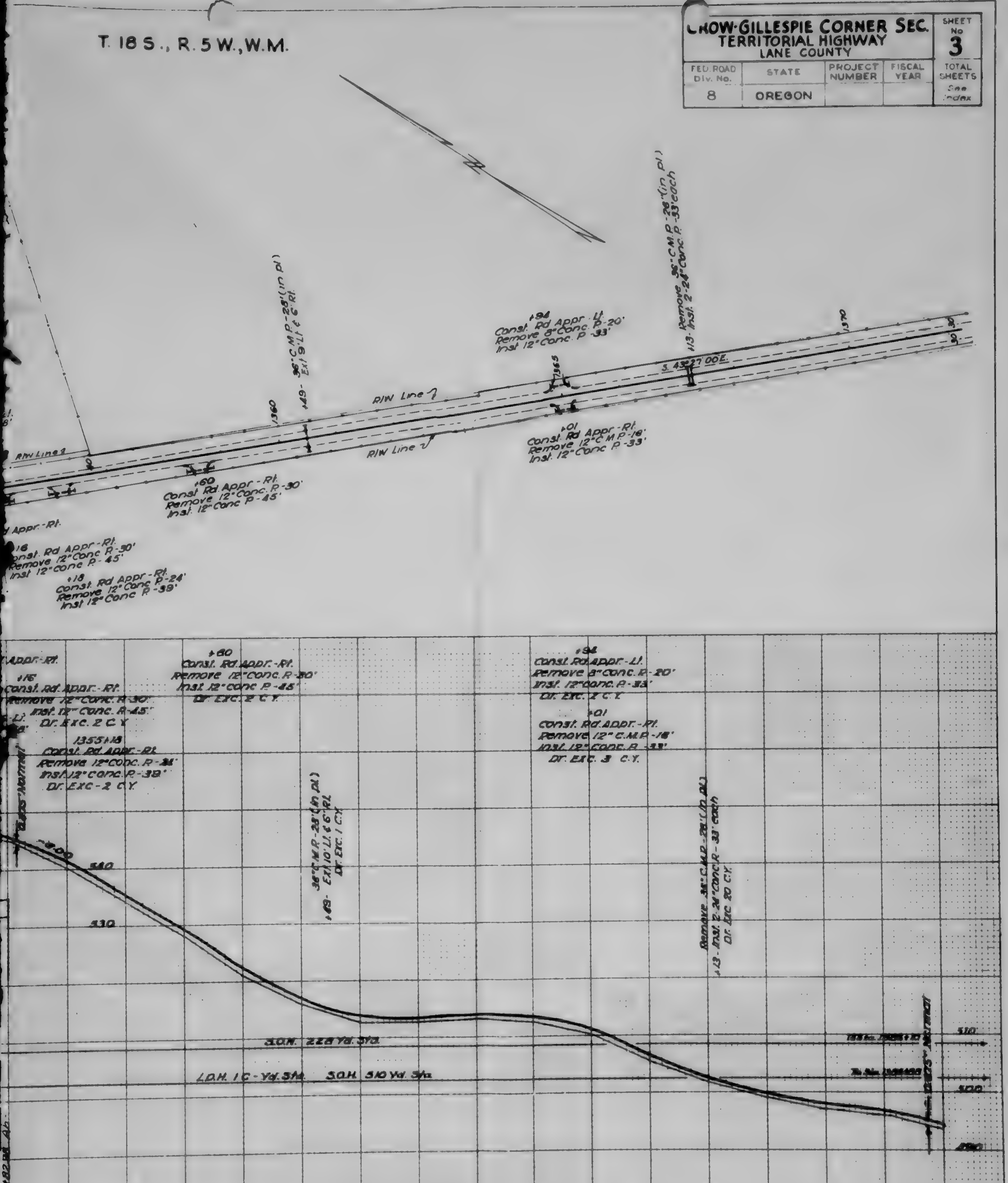
SUMMARY

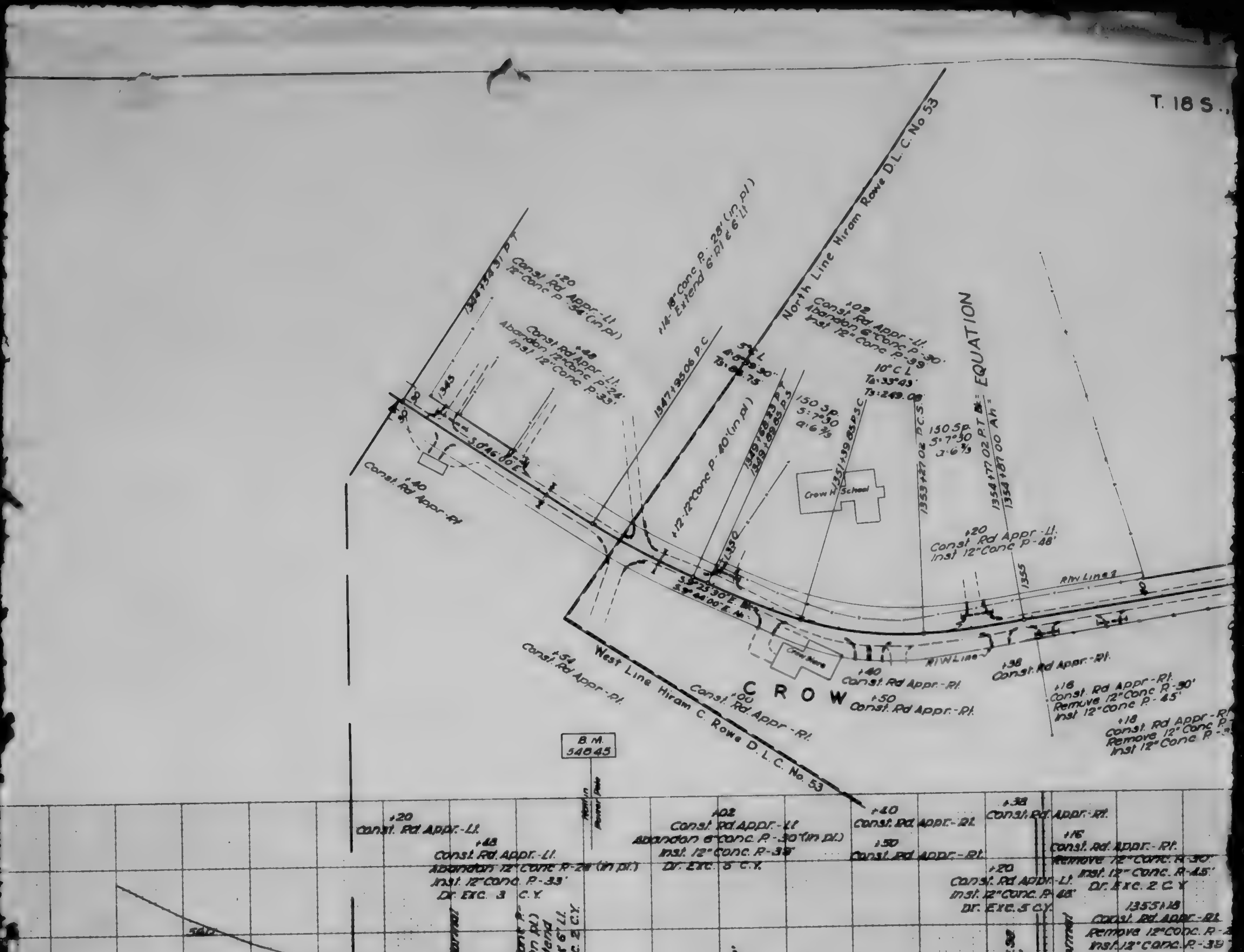
Length of Project 8.014 Miles

ITEM	UNIT	MILE 1	2	3	4	5	6	7	8	NET QUAN.	ALLOW	TOTAL
Clearing & Grubbing	All									All		All
Removal of Bridges	All									All		All
Drainage Excavation, Unclassified	Cu. Yd.	96	30	43	160	110	118	104	72	733	67	800
General Excavation, Unclassified	" "	1,419	18,590	36,968	5,972	21,734			11,977	96.660	15,340 ✻	112,000
Short Overhaul	Yd. Sta.	746	148,780	11,300	28,840	19,134			9,530	218,330	31,670 ✻	250,000
Long Overhaul	C-Yd. Sta.	1	2,566	87	556	21				3,231	469 ✻	3,700
Blade Grader	Hour									210	20	230
Finishing Roadbed & Slopes	Mile	0.38	0.97	0.67	0.55	0.82			0.34	3.73		3.73
Rounding Cutbanks	Lin. Ft.	175	1,700	975	675	1,400			625	5,550	450	6,000
12-inch Concrete Pipe	" "	480		231	180	153	303	153		1,500	150	1,650
18-inch " "	" "	12	81	111	129	159	144	150	207	993	107	1,100
24-inch " "	" "	195			72			36	9	312	28	340
30-inch " "	" "				39	18	42	66		165	15	180
36-inch " "	" "		78		39	15				132	18	150
48-inch " "	" "						48			48	2	50
36-inch Corrugated Metal Pipe	" "	16								16	4	20
72-inch Corrugated Metal Pipe, Uncoated	" "		108							108	12	120
Salvaging Culvert Pipe	" "				24					24	6	30
Class "A" Concrete	Cu. Yd.		60			50				110	10	120
Metal Reinforcement	Lb.		8,773			7,317				16,090	910	17,000
Loose Riprap	Cu. Yd.		394							394	36	430
2½"-0 Material in Base	" "									42,388	4,612	47,000
¾"-0 Material in Base & Shoulders	" "									10,024	976	11,000
Sprinkling	M-Gal.									1,120	80	1,200
SS-1 Asphalt in Sprinkling	Gal.									65,155	6,845	72,000
Class "B" Asphaltic Concrete	Ton									20,021	979	21,000
RS-1 Asphalt in Tack Coat	"									19	1	20
RS-1 Asphalt in Pavement Seal	"									16		16
Aggregate in Pavement Seal	Cu. Yd.									94	6	100

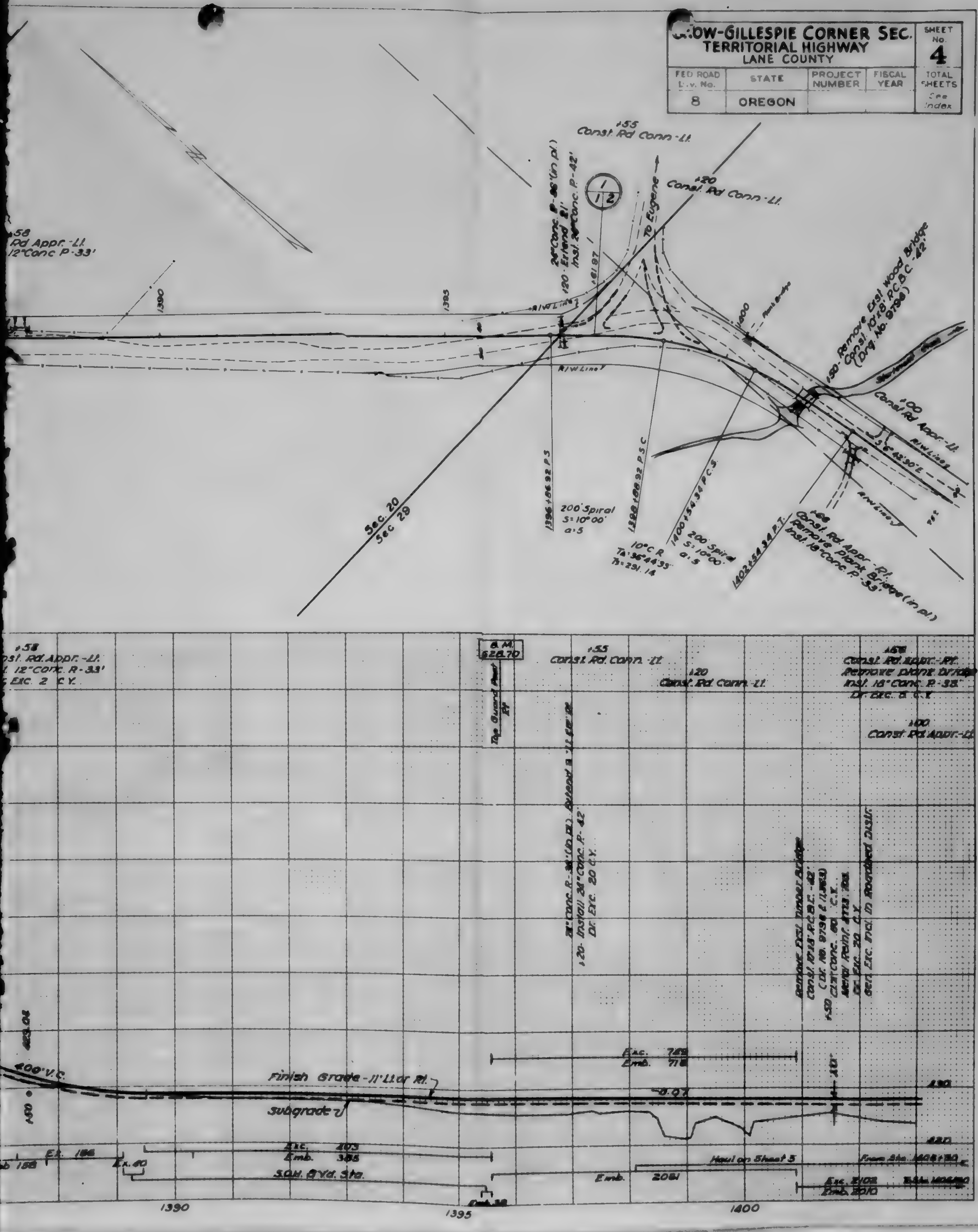
CROW-GILLESPIE CORNER SEC.
TERRITORIAL HIGHWAY
LANE COUNTY

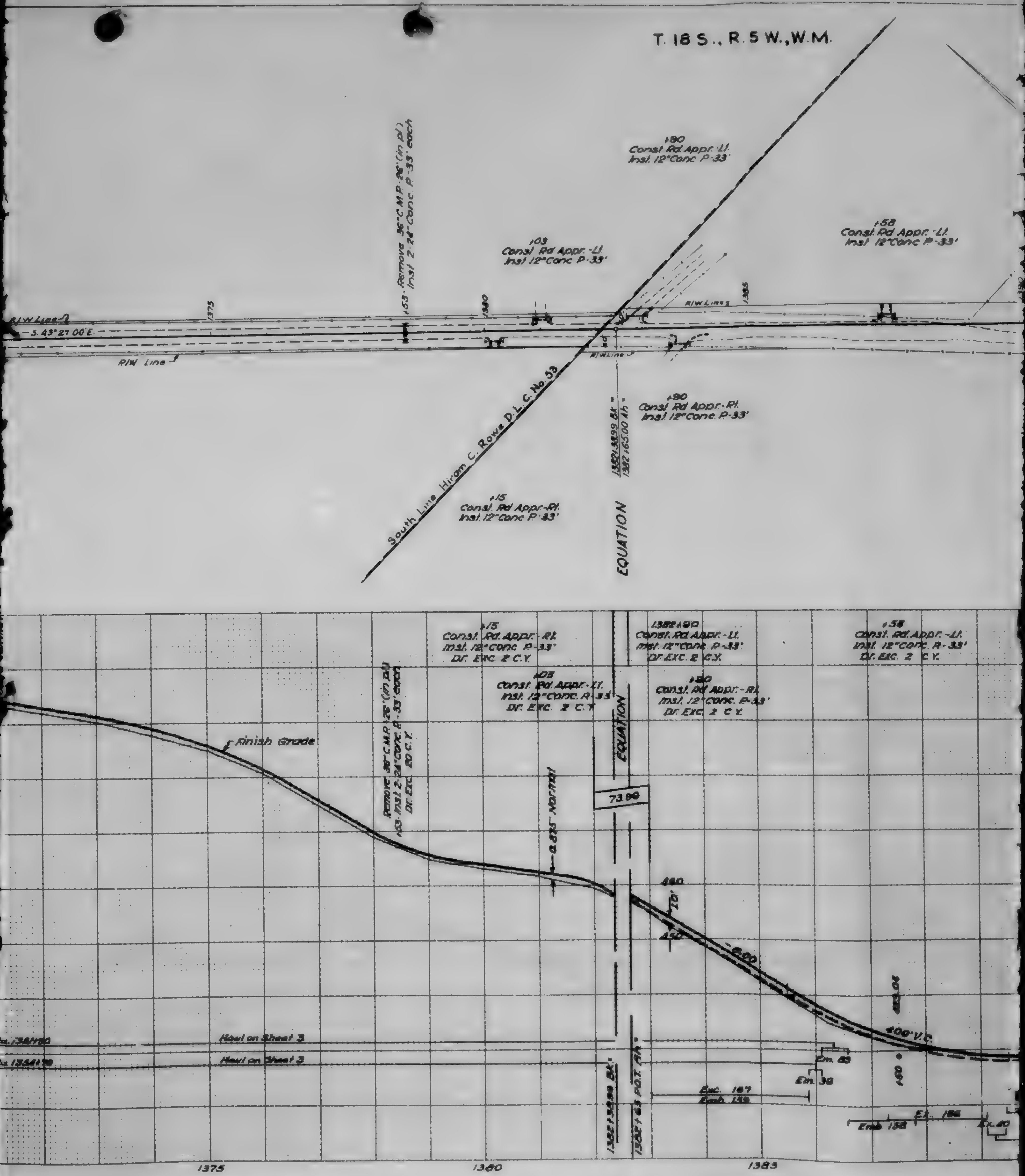
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No 3 TOTAL SHEETS
8	OREGON			See Index



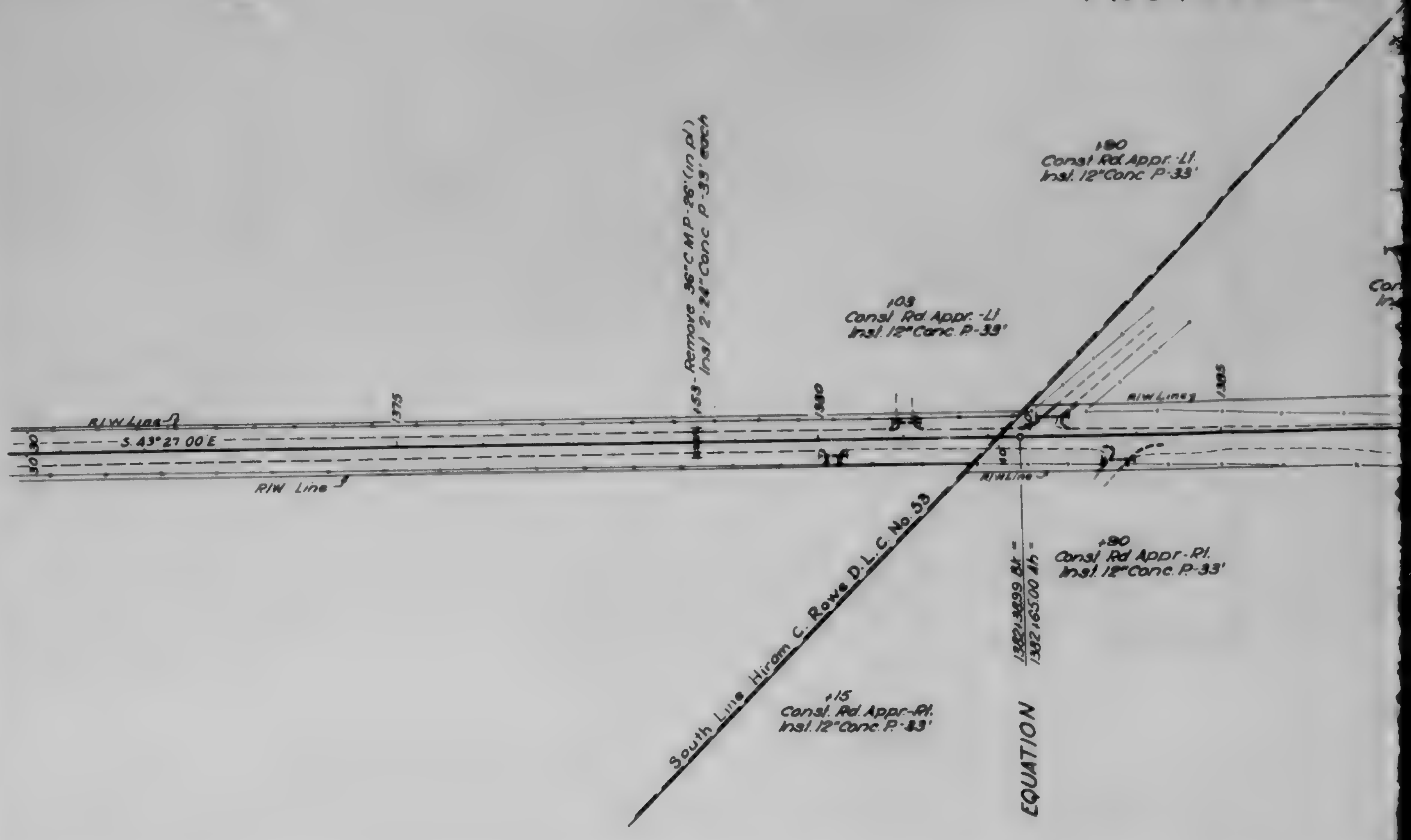

T. 18 S.
North Line Hiram Rowe D.L.C. No 53
West Line Hiram C. Rowe D.L.C. No 53
CROW
Crow H. School
EQUATION
+20 Const. Rd Appr.-Lt. 12" Conc P-34' (in pl.)
+48 Const. Rd Appr.-Lt. Abandon 12" Conc P-24' Inst 12" Conc P-33'
+14- 18" Conc P-28' (in pl.) Extend 6' Rt. & 6' Lt.
+02 Const. Rd Appr.-Lt. Abandon 6" Conc P-30' Inst 12" Conc P-39'
1347+95.06 P.C.
10° C L
150 Sp.
+12- 12" Conc P-40' (in pl.)
+40 Const. Rd Appr.-Rt.
+54 Const. Rd Appr.-Rt.
+00 Const. Rd Appr.-Rt.
+40 Const. Rd Appr.-Rt.
+50 Const. Rd Appr.-Rt.
+38 Const. Rd Appr.-Rt.
+20 Const. Rd Appr.-Lt. Inst 12" Conc P-48'
+16 Const. Rd Appr.-Rt. Remove 12" Conc P-30' Inst 12" Conc P-45'
+18 Const. Rd Appr.-Rt. Remove 12" Conc P-39' Inst 12" Conc P-39'
1353+27.02 P.C.S.
1354+77.02 P.T. Bk.
1354+87.00 Ah.
R/W Line
B.M. 548.45
+20 Const. Rd Appr.-Lt.
+48 Const. Rd Appr.-Lt. Abandon 12" Conc P-28' (in pl.) Inst. 12" Conc P-33' Dr. Exc. 3 C.Y.
+14- 18" Conc P-28' (in pl.) Extend 6' Rt. & 6' Lt. Dr. Exc. 2 C.Y.
+02 Const. Rd Appr.-Lt. Abandon 6" Conc P-30' (in pl.) Inst. 12" Conc P-39' Dr. Exc. 5 C.Y.
+40 Const. Rd Appr.-Rt.
+50 Const. Rd Appr.-Rt.
+38 Const. Rd Appr.-Rt.
+20 Const. Rd Appr.-Lt. Inst. 12" Conc. P-48' Dr. Exc. 5 C.Y.
+16 Const. Rd Appr.-Rt. Remove 12" Conc. P-30' Inst. 12" Conc. P-45' Dr. Exc. 2 C.Y.
1355+18 Const. Rd Appr.-Rt. Remove 12" Conc. P-39' Inst. 12" Conc. P-39' Dr. Exc.-2 C.Y.
Finish Grade
Subgrade
+0.8
-5.00
680' V.C.
84.04
560
550
540
530
BEGINNING OF PROJECT STA. 1344+50
Exc. 100 Emb. 96
Exc. 85
Ex. 22 Em. 21
Exc. 5 Emb. 5
Ex. 38
Exc. 353 Emb. 338
EQUATION
1354+77.02 Bk.
1354+87.00 Ah.
1345
1350
1355

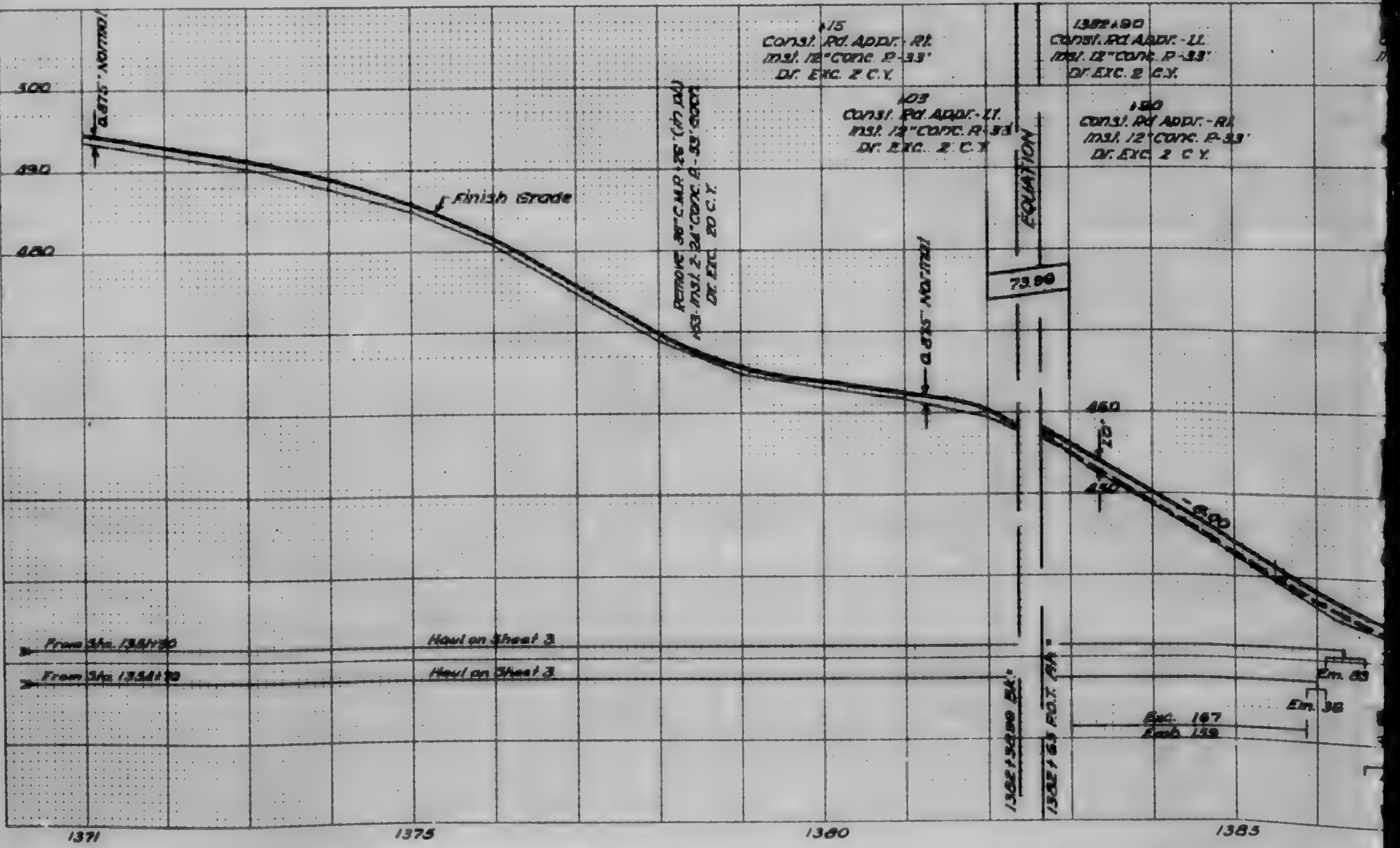
OW-GILLESPIE CORNER SEC. TERRITORIAL HIGHWAY LANE COUNTY				SHEET No. 4
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index



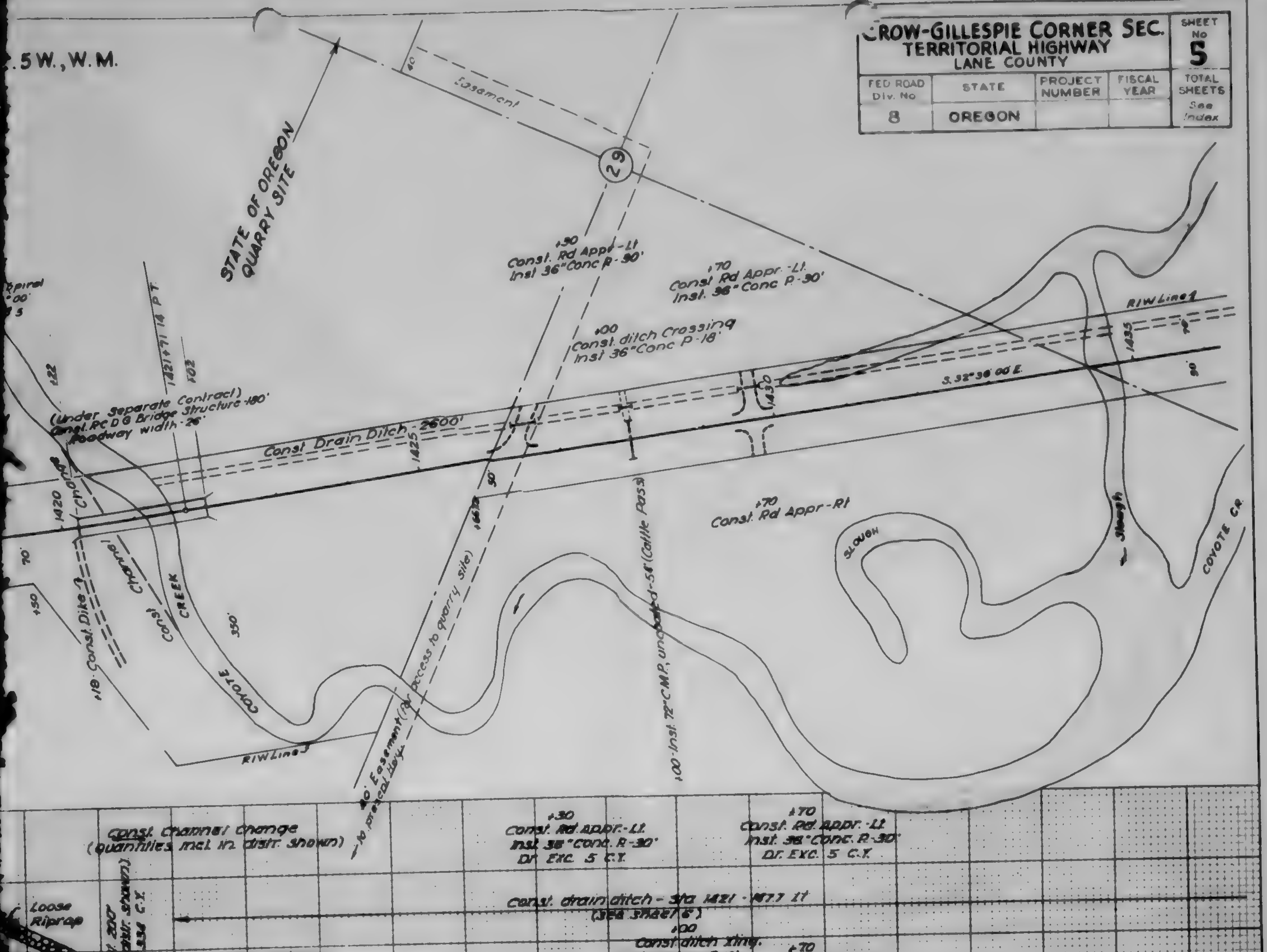

T. 18 S., R. 5 W., W.M.
+80
Const. Rd Appr.-Lt.
Insl. 12" Conc P-33'
+53 - Remove 36" C.M.P.-26' (in pl.)
Insl 2-24" Conc. P-33' each
+03
Const. Rd Appr.-Lt.
Insl. 12" Conc P-33'
+58
Const. Rd Appr.-Lt.
Insl. 12" Conc P-33'
R/W Line
S. 43° 27' 00" E.
1375
1380
1385
R/W Line
R/W Line
R/W Line
South Line Hiram C. Rowe D.L.C. No. 53
1382+38.99 Bk. =
1382+65.00 Ah. =
EQUATION
+80
Const. Rd Appr.-Rt.
Insl. 12" Conc. P-33'
+15
Const. Rd Appr.-Rt.
Insl. 12" Conc P-33'
+15
Const. Rd. Appr.-Rt.
Insl. 12" Conc P-33'
Dr. Exc. 2 C.Y.
1382+80
Const. Rd. Appr.-Lt.
Insl. 12" Conc. P-33'
Dr. Exc. 2 C.Y.
+58
Const. Rd. Appr.-Lt.
Insl. 12" Conc. P-33'
Dr. Exc. 2 C.Y.
+03
Const. Rd. Appr.-Lt.
Insl. 12" Conc. P-33'
Dr. Exc. 2 C.Y.
+80
Const. Rd. Appr.-Rt.
Insl. 12" Conc. P-33'
Dr. Exc. 2 C.Y.
Finish Grade
Remove 36" C.M.P. 26' (in pl.)
+53- Insl. 2-24" Conc. P-33' each
Dr. Exc. 20 C.Y.
EQUATION
73.90
0.875' Normal
460
450
1.0'
-6.00
423.04
400' V.C.
+60
Sta. 1381+50
Haul on Sheet 3
Sta. 1354+70
Haul on Sheet 3
1382+38.99 Bk.
1382+65 P.O.T. Ah.
Em. 83
Em. 36
Exc. 167
Emb. 139
Emb. 138
Ex. 186
Ex. 40
1375
1380
1385

T. 18 S., R. 5 W., W.M.

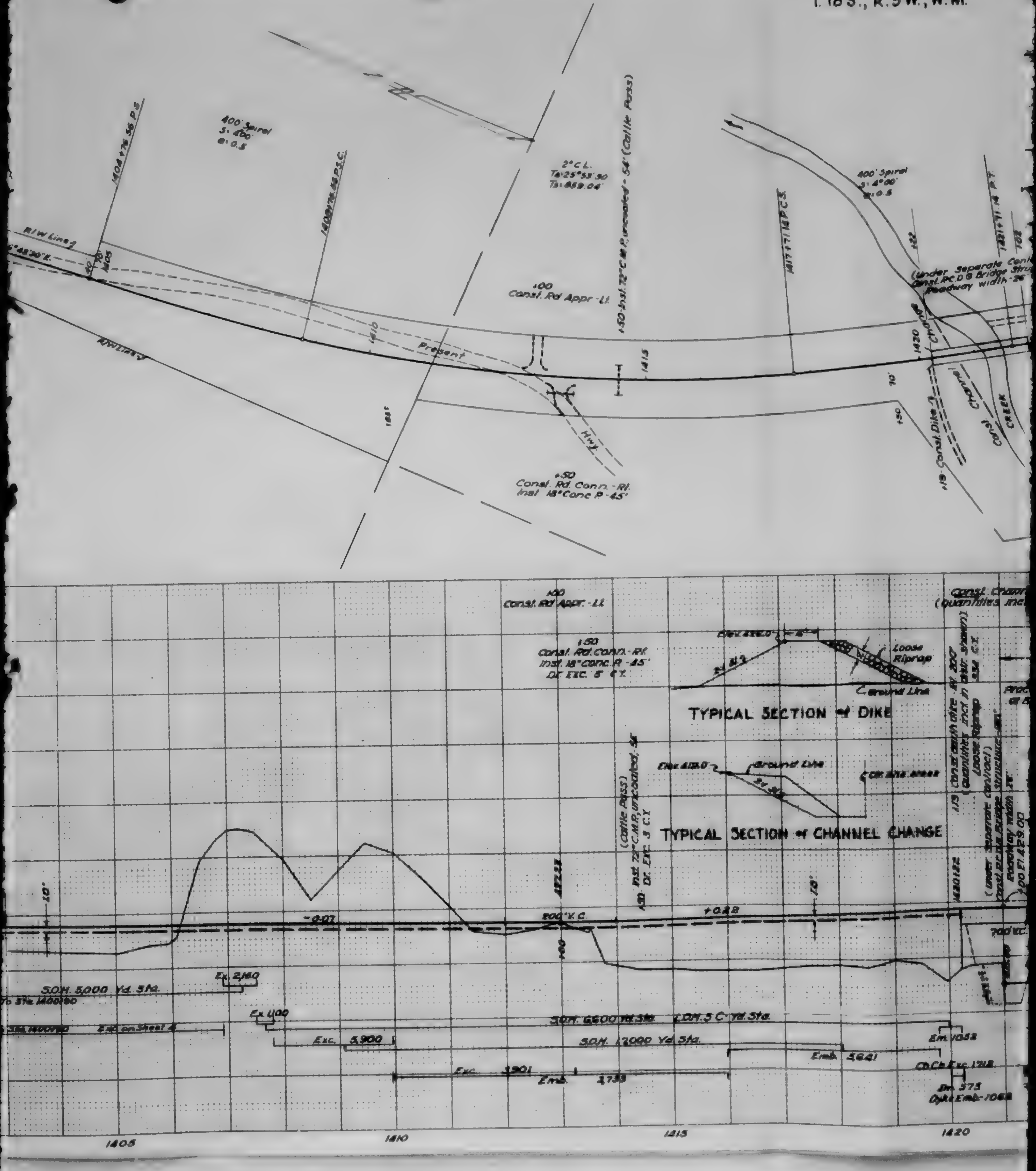

+90
Const. Rd. Appr. -Lt.
Insl. 12" Conc. P-33'
153 - Remove 36" C.M.P.-26' (in pl.)
Insl. 2-24" Conc. P-33' each
+03
Const. Rd. Appr. -Lt.
Insl. 12" Conc. P-33'
1375
1380
1385
R/W Line
R/W Lines
S. 43° 27' 00" E
30 30
R/W Line
R/W Line
+90
Const. Rd. Appr.-Rt.
Insl. 12" Conc. P-33'
1382+38.99 Bk. =
1382+65.00 Ah.
South Line Hiram C. Rowe D.L.C. No. 53
+15
Const. Rd. Appr.-Rt.
Insl. 12" Conc. P-33'
EQUATION


+15
Const. Rd. Appr.-Rt.
Insl. 12" Conc. P-33'
Dr. Exc. 2 C.Y.
1382+90
Const. Rd. Appr. -Lt.
Insl. 12" Conc. P-33'
Dr. Exc. 2 C.Y.
+03
Const. Rd. Appr. -Lt.
Insl. 12" Conc. P-33'
Dr. Exc. 2 C.Y.
+90
Const. Rd. Appr. -Rt.
Insl. 12" Conc. P-33'
Dr. Exc. 2 C.Y.
0.875' Normal
500
490
480
460
450
Finish Grade
Remove 36" C.M.P.-26' (in pl.)
153-Insl. 2-24" Conc. P-33' each
Dr. Exc. 20 C.Y.
EQUATION
73.99
0.875' Normal
1.0'
-6.00
From Sta. 1354+90
Haul on Sheet 3
From Sta. 1354+70
Haul on Sheet 3
1382+38.99 Bk.
1382+65 P.O.T. Ah.
Em. 83
Em. 36
Exc. 167
Emb. 139
1371
1375
1380
1385

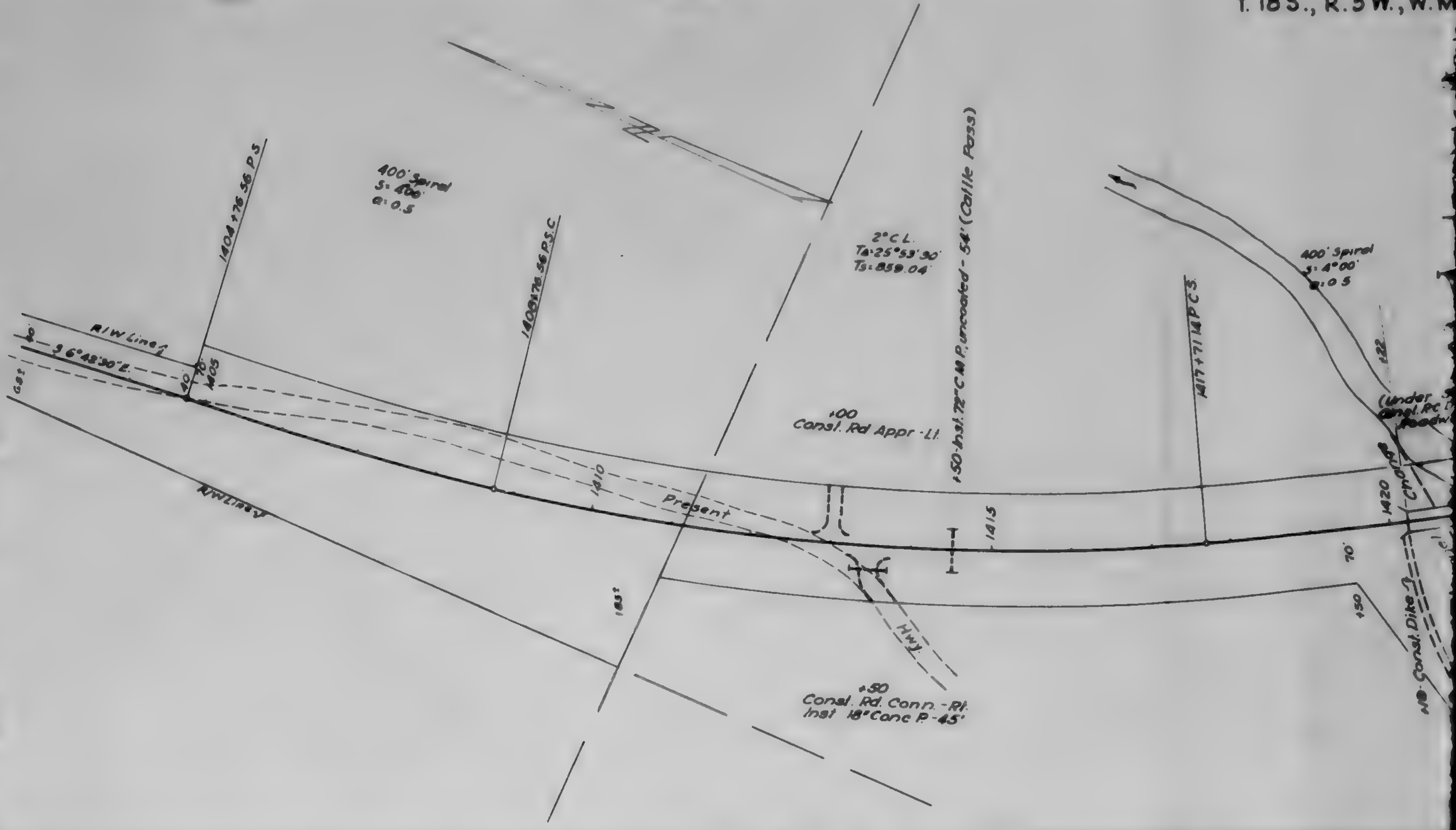
·ROW-GILLESPIE CORNER SEC. TERRITORIAL HIGHWAY LANE COUNTY				SHEET No 5
FED ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index


.5W., W.M.
STATE OF OREGON QUARRY SITE
Easement
40'
29
+30 Const. Rd Appr - Lt. Inst 36" Conc P - 30'
+70 Const Rd Appr - Lt. Inst. 36" Conc P - 30'
+00 Const. ditch Crossing Inst 36" Conc P - 18'
Spiral
·00'
s
122
1421+71.14 P.T.
102
(Under Separate Contract) Const. RC D G Bridge Structure - 180' Roadway width - 26'
Const Drain Ditch - 2600'
1425
1420
Channel
Channel
Const.
CREEK
COYOTE
350'
70'
+50
+18 - Const. Dike
90'
1427
90' Easement (for access to quarry site)
to present Hwy.
100 - Inst. 72" C.M.P. unpaved - 58' (Cattle Pass)
R/W Line
R/W Line
S. 32° 30' 00" E.
1430
1435
90'
+70 Const. Rd Appr - Rt
SLOUGH
Slough
COYOTE CR.
Const. Channel Change (quantities incl. in distr. shown)
+30 Const. Rd. Appr. - Lt. Inst. 36" Conc. P - 30' Dr. Exc. 5 C.Y.
+70 Const. Rd. Appr. - Lt. Inst. 36" Conc. P - 30' Dr. Exc. 5 C.Y.
Const. drain ditch - Sta 1421 - 1477 Lt. (See Sheet 6)
+00 Const. ditch Xing. Inst. 36" Conc. P - 18' Dr. Exc. 2 C.Y.
+70 Const. Rd. Appr. - Rt.
Loose Riprap
Ground Line
Place Loose Riprap at Bridge ends as directed - 60 C.Y.
+13 Const. earth dike - Rt. 200' (quantities incl. in distr. shown) Loose Riprap 334 C.Y.
KE
line check
EL CHANGE
(Under Separate Contract) Const. RC DG Bridge Structure - 180' Roadway width 26' +00 El. 429.00
1420+122
1422+02
(Cattle Pass) Inst. 72" C.M.P. unpaved - 58' Dr. Exc. 5 C.Y.
+30 El. 427.21
Finish Grade 10' Lt. or Rt.
+0.13
1.10'
-0.125
Subgrade
400' V.C.
700' V.C.
+0.182
ditch grade
Exc. on Sheet 6
To Sta. 1443+75
430
420
410
Em. 1052
Ch.Ch. Exc. 1712
Em. 375
Dyke Emb. - 1062
Exc. 529
Emb. 502
Emb. 1890
Haul on Sheet 6
Emb. on Sheet 6
From Sta. 1467+10
1420
1425
1430
1435

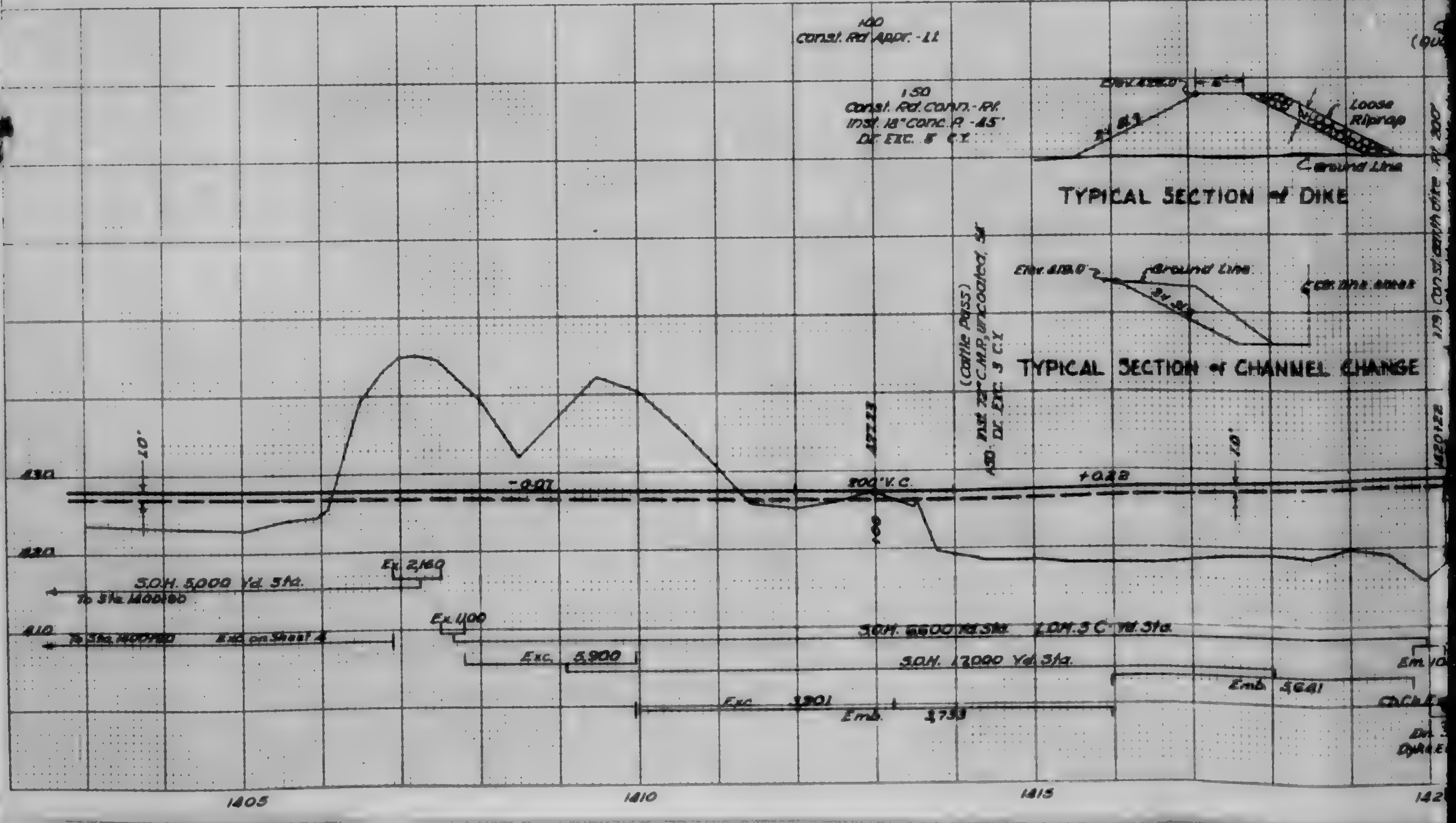
T. 18 S., R. 5 W., W.M.


400' Spiral
S: 4°00'
e: 0.5
1404+76.56 P.S.
1408+76.56 P.S.C.
R/W Line
R/W Line
5°48'30" E.
1405
1410
1415
1420
Present
Hwy.
2° C.L.
Ta: 25°53'30
Ts: 859.04'
+50-Inst. 72" C.M.P. uncoated - 54' (Cattle Pass)
+00
Const. Rd Appr.-Lt.
+50
Const. Rd. Conn.-Rt.
Inst. 18" Conc. P.-45'
185'
70'
150'
400' Spiral
S: 4°00'
e: 0.5
1417+71.14 P.C.S.
1421+71.14 P.T.
122
102
(Under Separate Cont
Const. RC.D.G. Bridge Stru
Roadway width-26'
Channel
+19-Const. Dike
Channel
Const.
CREEK
Const. Channel
(quantities incl
Elev. 426.0
Loose Riprap
Ground Line
TYPICAL SECTION of DIKE
Elev. 412.0
Ground Line
TYPICAL SECTION of CHANNEL CHANGE
+19 Const. earth dike - Rt. 200' (quantities incl. in dike shown) Loose Riprap
(Under Separate Contract) Const. RC.D.G. Bridge Structure Roadway width 26' +00 El. 429.00
+00
Const. Rd. Appr.-Lt.
+50
Const. Rd. Conn.-Rt.
Inst. 18" Conc. P.-45'
Dr. Exc. 5 C.Y.
+50 Inst. 72" C.M.P. uncoated-54' (Cattle Pass)
Dr. Exc. 3 C.Y.
1412.28
200' V.C.
-0.07
+0.28
2.0'
7.0'
1420+22
700' V.C.
S.O.H. 5,000 Yd. Sta.
To Sta. 1400+80
Ex. 2,160
Ex. 1,100
Sta. 1400+80 Exc. on Sheet 4
Exc. 5,900
S.O.H. 6600 Yd. Sta.
C.O.H. 5 C. Yd. Sta.
S.O.H. 17000 Yd. Sta.
Em. 1052
Emb. 5641
Exc. 3901
Emb. 2733
Ch.Ch. Exc. 1712
Em. 375
Dyke Emb.-1068
1405
1410
1415
1420

T. 18 S., R. 5 W., W. M.



400' Spiral
S: 4°00'
e: 0.5
1404+76.56 P.S.
1408+76.56 P.S.C.
2° C.L.
Ta: 25°53'30"
Ts: 859.04'
1.50 Inst. 72" C.M.P. uncoated - 54' (Cattle Pass)
1417+71.14 P.C.S.
400' Spiral
S: 4°00'
e: 0.5
R/W Line
S 6°43'30" E.
1405
+00
Const. Rd. Appr. - Lt.
1410
Present
1415
1420
R/W Line
Hwy.
+50
Const. Rd. Conn. - Rt.
Inst. 18" Conc. P. - 45'
Const. Dike
122
150
70



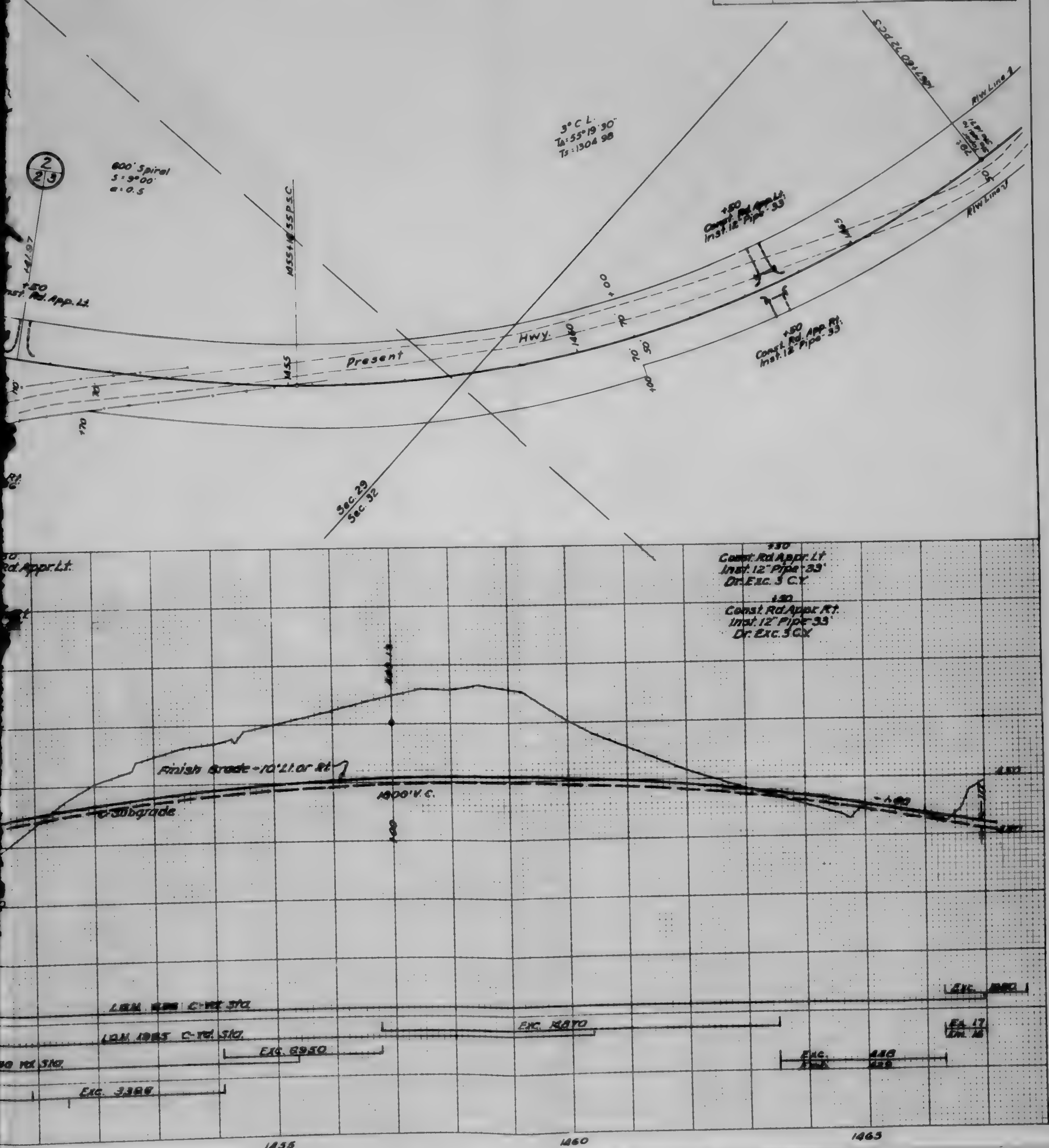
100
Const. Rd. Appr. - Lt.
1.50
Const. Rd. Conn. - Rt.
Inst. 18" Conc. P. - 45'
Dr. Exc. 5 C.Y.
Elev. 428.0'
6'
Loose Riprap
Ground Line
TYPICAL SECTION of DIKE
Elev. 418.0'
Ground Line
Ctr. line
TYPICAL SECTION of CHANNEL CHANGE
(Cattle Pass)
1.50 Inst. 72" C.M.P. uncoated, 54'
Dr. Exc. 5 C.Y.
10'
430
-0.07
427.23
200' V.C.
+0.28
10'
420
+00
1420+22
S.O.H. 5,000 Yd. Sta.
Ex. 2,160
To Sta. 1400+00
Ex. 1,100
410
To Sta. 1400+00
Exc. on Sheet 4
S.O.H. 6600 Yd. Sta.
L.O.H. 3 C. Yd. Sta.
Exc. 5,900
S.O.H. 17000 Yd. Sta.
Emb. 5641
Exc. 3,901
Emb. 3,733
1405
1410
1415

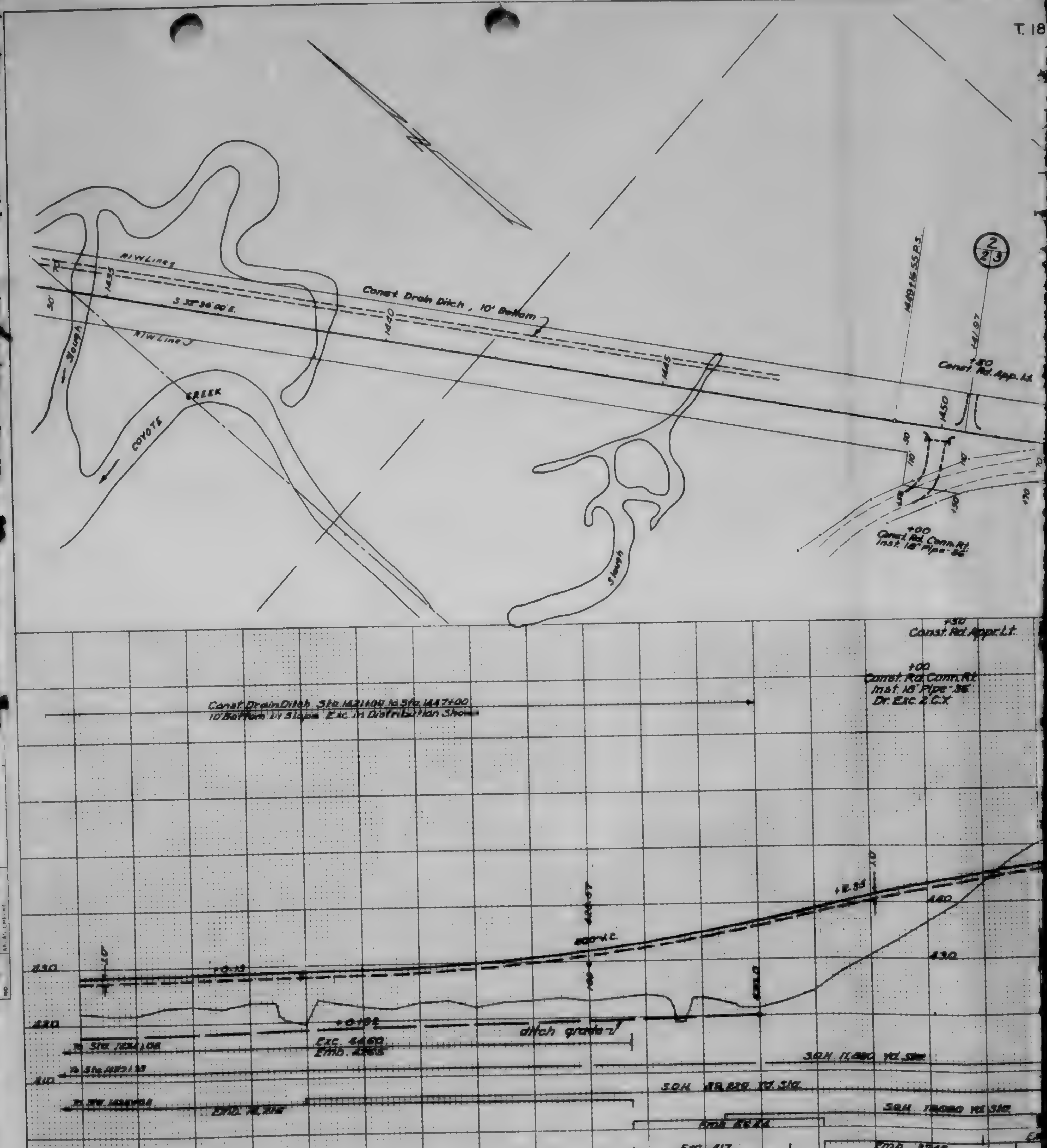
T. 18 S., R. 5 W., W. M.

CROW-GILLESPIE CORNER SEC.
TERRITORIAL HIGHWAY
LANE COUNTY

SHEET No 6

FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

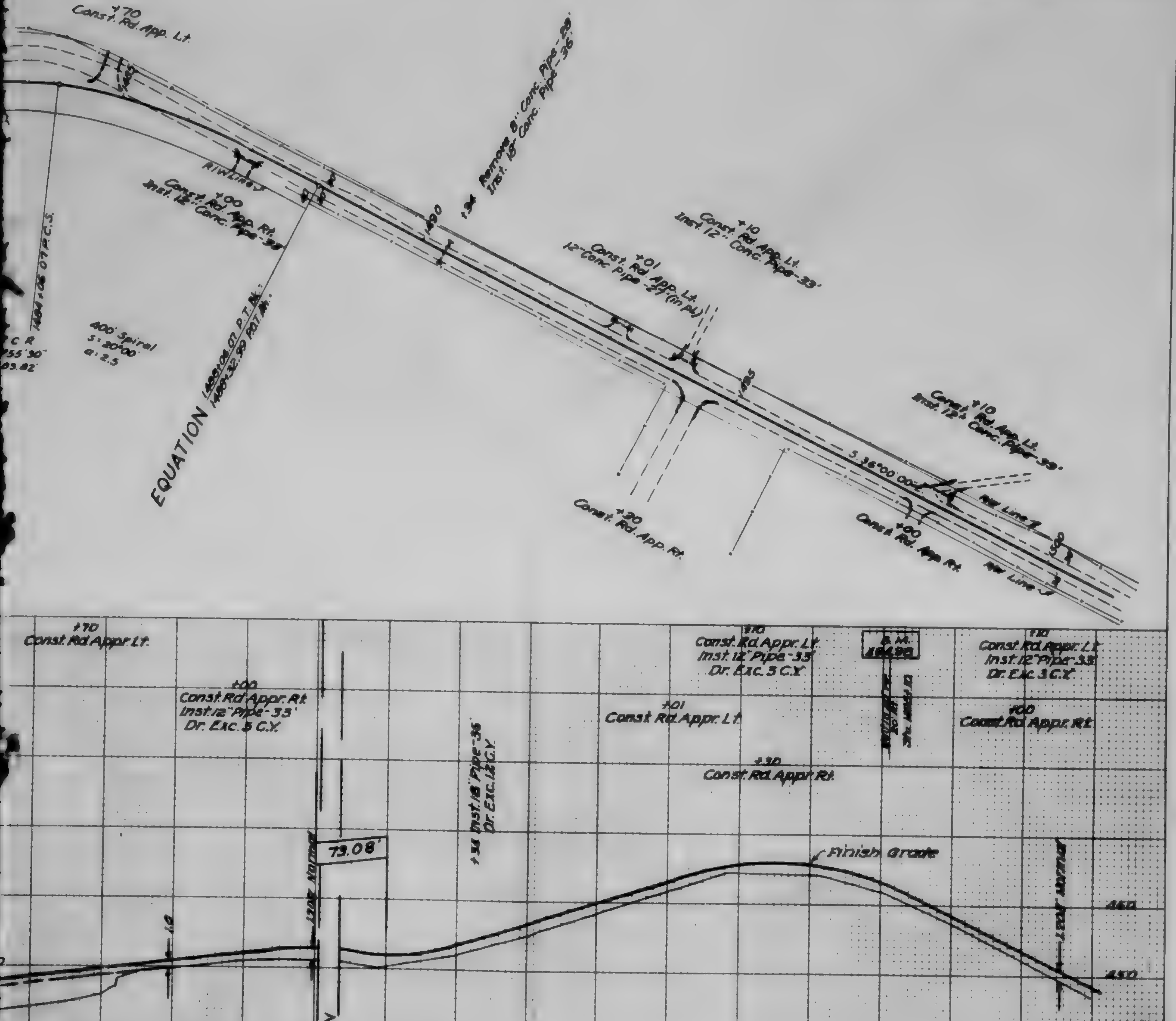



R/W Line
S 38°36'00"E.
R/W Line
70
50'
1435
1440
1445
1450
Const. Drain Ditch, 10' Bottom
Slough
COYOTE CREEK
Slough
1449+16.55 P.S.
2
2 3
1451.97
+50
Const. Rd. App. Lt.
50
110
10
150
170
70
+00
Const. Rd. Conn. Rt.
Inst. 18" Pipe-36'
+50
Const. Rd. Appr. Lt.
+00
Const. Rd. Conn. Rt.
Inst. 18" Pipe-36'
Dr. Exc. 2 C.X.
Const. Drain Ditch Sta. 1421+00 to Sta. 1447+00
10' Bottom 1:1 Slope Exc. in Distribution Shown
430
420
410
+0.13
+0.192
600' V.C.
+1.35
440
430
ditch grade
Exc. 4460
Emb. 4265
To Sta. 1434+08
To Sta. 1433+38
To Sta. 1426+08
Emb. 18,216
S.O.H. 11,880 Yd. Sta.
S.O.H. 19,220 Yd. Sta.
S.O.H. 19,080 Yd. Sta.
Emb. 6644
Exc. 417
Emb. 399
Emb. 3248
1435
1440
1445
1450

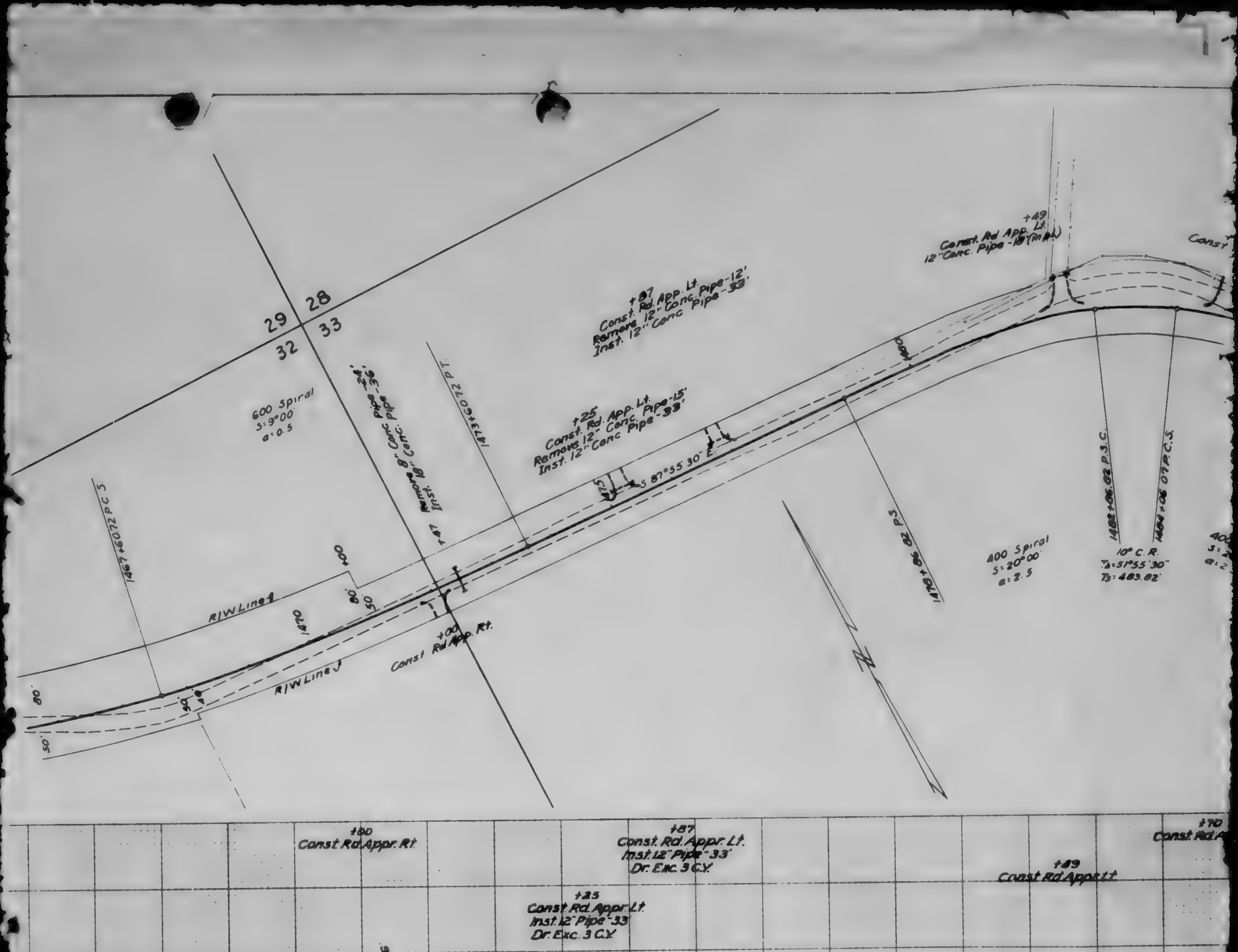
T. 18 S., R. 5 W., W.M.

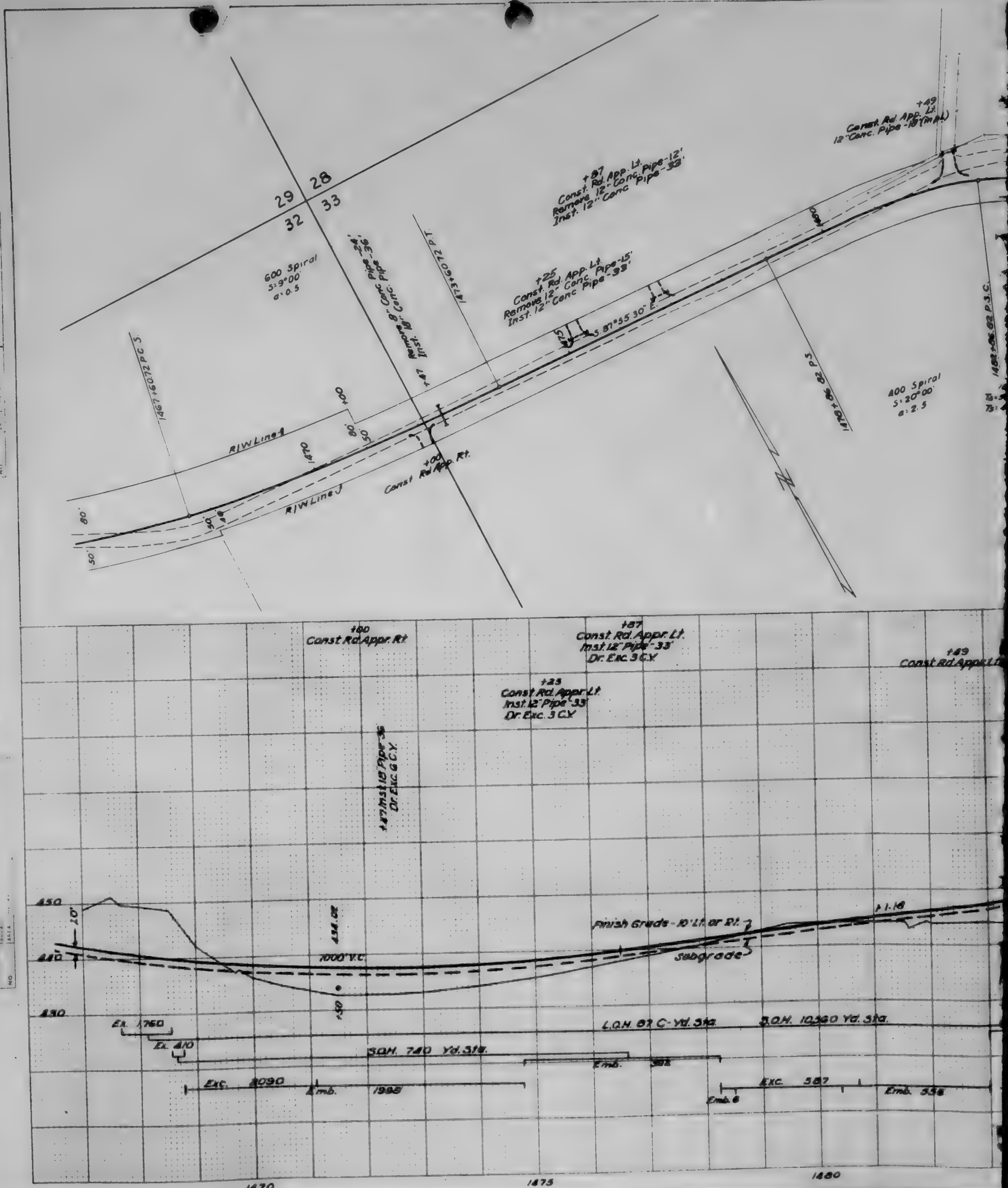
CROW-GILLESPIE CORNER SEC.
TERRITORIAL HIGHWAY
LANE COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 7
8	OREGON			TOTAL SHEETS See Index



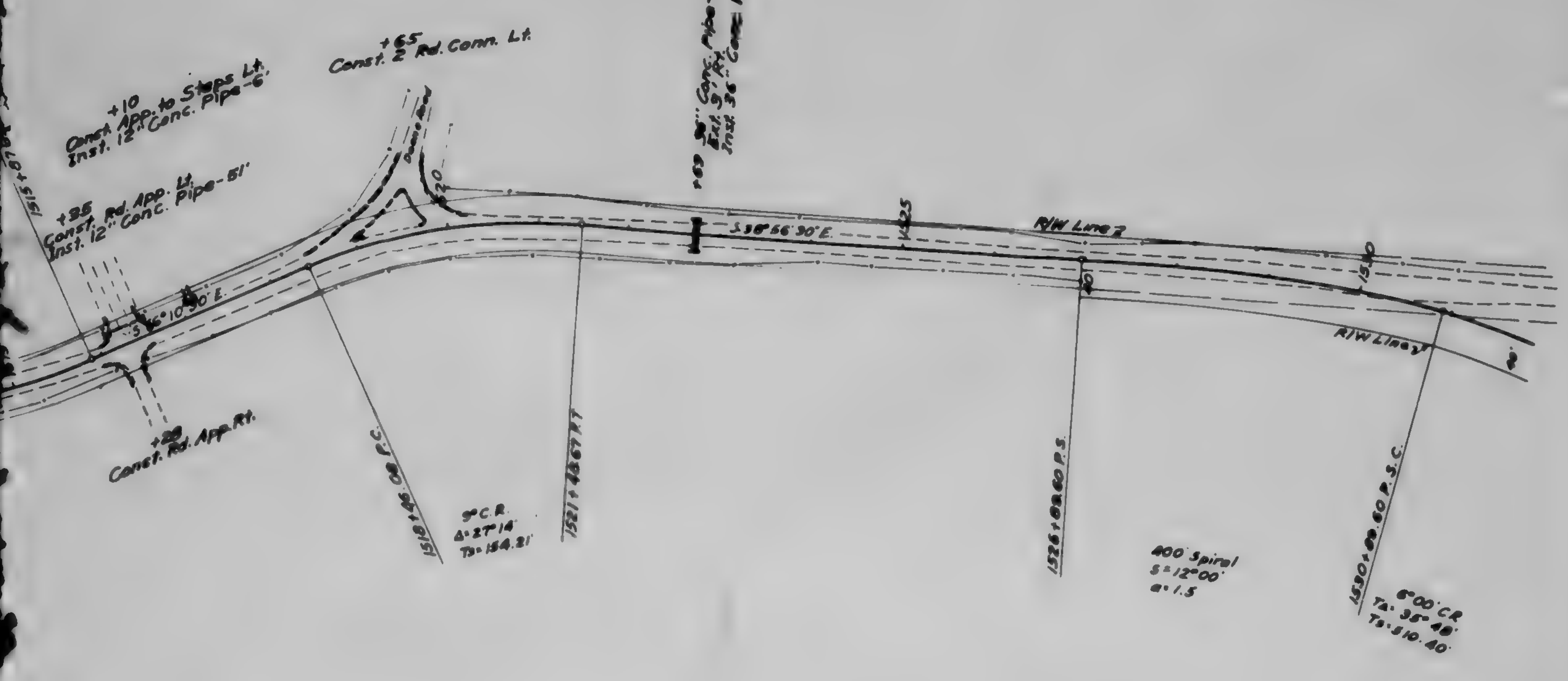
+70 Const. Rd. App. Lt.
1485
R/W Line J
+00 Const. Rd. App. Rt. Inst. 12" Conc. Pipe-33'
1490
+34 Remove 8" Conc. Pipe-29' Inst. 18" Conc. Pipe-36'
1484+08.07 P.C.S.
C R
55'30"
03.82'
400' Spiral
S: 20°00'
a: 2.5
EQUATION 1488+08.07 P.T. Bk. = 1488+32.99 P.O.T. Ah.
+01 Const. Rd. App. Lt. 12" Conc. Pipe-27' (in pl.)
+10 Const. Rd. App. Lt. Inst. 12" Conc. Pipe-33'
1495
+30 Const. Rd. App. Rt.
S. 36°00'00" E.
+10 Const. Rd. App. Lt. Inst. 12" Conc. Pipe-33'
R/W Line J
+00 Const. Rd. App. Rt.
1500
R/W Line J
+70 Const. Rd. Appr. Lt.
+00 Const. Rd. Appr. Rt. Inst. 12" Pipe-33' Dr. Exc. 5 C.Y.
1200' Vert.
73.08'
+34 Inst. 18" Pipe-36' Dr. Exc. 12 C.Y.
+10 Const. Rd. Appr. Lt. Inst. 12" Pipe-33' Dr. Exc. 3 C.Y.
+01 Const. Rd. Appr. Lt.
B.M. 464.98
+30 Const. Rd. Appr. Rt.
+10 Const. Rd. Appr. Lt. Inst. 12" Pipe-33' Dr. Exc. 3 C.Y.
+00 Const. Rd. Appr. Rt.
Finish Grade
1200' Vert.
460
450
440
EQUATION
Emb. 1682
1488+08.07 P.T. Bk. =
1488+32.99 P.O.T. Ah.
1485
1490
1495
1499

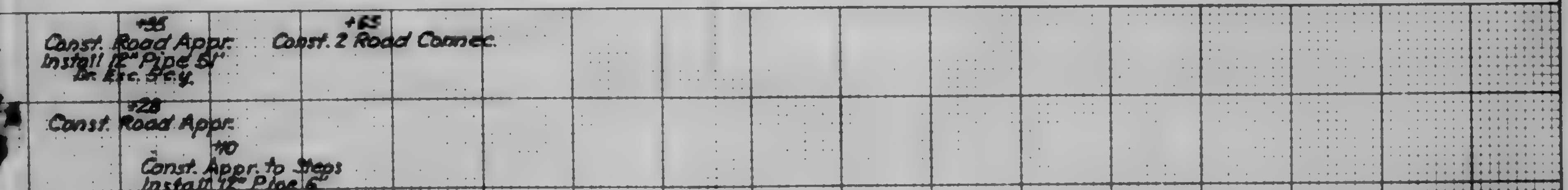

29
28
32
33
600 Spiral
S: 9°00'
a: 0.5
1467+60.72 P.C.S.
1473+60.72 P.T.
+47
Remove 8" Conc. Pipe-24'
Inst. 18" Conc. Pipe-36'
+25
Const. Rd. App. Lt.
Remove 12" Conc. Pipe-15'
Inst. 12" Conc. Pipe-33'
+87
Const. Rd. App. Lt.
Remove 12" Conc. Pipe-12'
Inst. 12" Conc. Pipe-33'
+49
Const. Rd. App. Lt.
12" Conc. Pipe-18'(mpl)
Const
S 87°55'30" E
1475
1480
1470
R/W Line
R/W Line
+00
Const Rd. App. Rt.
80'
50
80'
50'
1479+86.82 P.S.
400 Spiral
S: 20°00'
a: 2.5
1483+86.82 P.S.C.
1484+06.07 P.C.S.
10° C.R.
Ts: 51°55'30"
Ts: 483.82'
400
S: 2
a: 2
+00
Const Rd. Appr. Rt.
+87
Const. Rd. Appr. Lt.
Inst. 12" Pipe-33'
Dr. Exc. 3 C.Y.
+25
Const. Rd. Appr. Lt.
Inst. 12" Pipe-33'
Dr. Exc. 3 C.Y.
+49
Const. Rd. Appr. Lt.
+70
Const. Rd. A
+47 Inst. 18" Pipe-36'
Dr. Exc. 6 C.Y.
20'
+00
436.06
1000' V.C.
+.50
Finish Grade-10' Lt. or Rt.
Subgrade
+1.16
450
440
430
Ex. 1760
Ex. 410
S.O.H. 740 Yd. Sta.
L.O.H. 87 C-Yd. Sta.
S.O.H. 10,560 Yd. Sta.
Emb. 392
Emb. 16
Exc. 2090
Emb. 1988
Exc. 587
Emb. 6
Emb. 556
1470
1475
1480

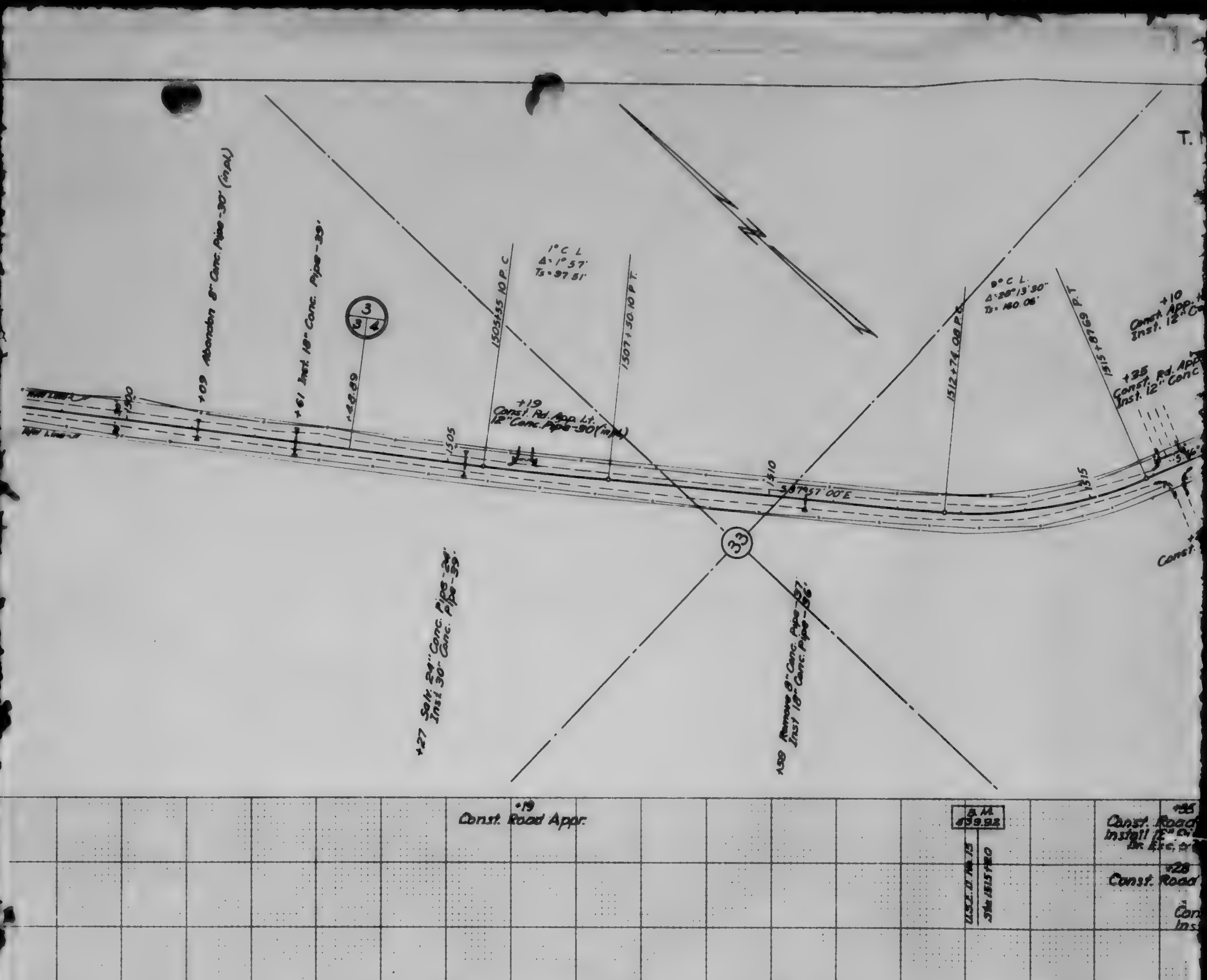

29
28
32
33
600 Spiral
S:9°00'
a:0.5
1467+60.72 P.C.S.
+47 Remove 8" Conc. Pipe-24'
Inst. 18" Conc. Pipe-36'
1473+60.72 P.T.
+25
Const. Rd. App. Lt.
Remove 12" Conc. Pipe-15'
Inst. 12" Conc. Pipe-33'
+87
Const. Rd. App. Lt.
Remove 12" Conc. Pipe-12'
Inst. 12" Conc. Pipe-33'
S. 87°55'30" E.
+49
Const. Rd. App. Lt.
12" Conc. Pipe-18' (in pl.)
1480
1478+06.82 P.S.
1483+06.82 P.S.C.
400 Spiral
S:20°00'
a:2.5
R/W Line
R/W Line
1470
+00
Const. Rd. App. Rt.
80'
50'
100
+00
Const. Rd. Appr. Rt.
+87
Const. Rd. Appr. Lt.
Inst. 12" Pipe-33'
Dr. Exc. 3 C.Y.
+25
Const. Rd. Appr. Lt.
Inst. 12" Pipe-33'
Dr. Exc. 3 C.Y.
+49
Const. Rd. Appr. Lt.
+47 Inst. 18" Pipe-36'
Dr. Exc. 6 C.Y.
450
440
430
2.0'
434.07
1000' V.C.
+.30
Finish Grade-10' Lt. or Rt.
Subgrade
+1.18
Ex. 1760
Ex. 410
L.O.H. 87 C-Yd. Sta.
S.O.H. 10360 Yd. Sta.
S.O.H. 740 Yd. Sta.
Emb. 382
Exc. 2090
Emb. 1998
Emb. 6
Exc. 587
Emb. 556
1470
1475
1480

T. 18 S., R. 5 W., W.M.

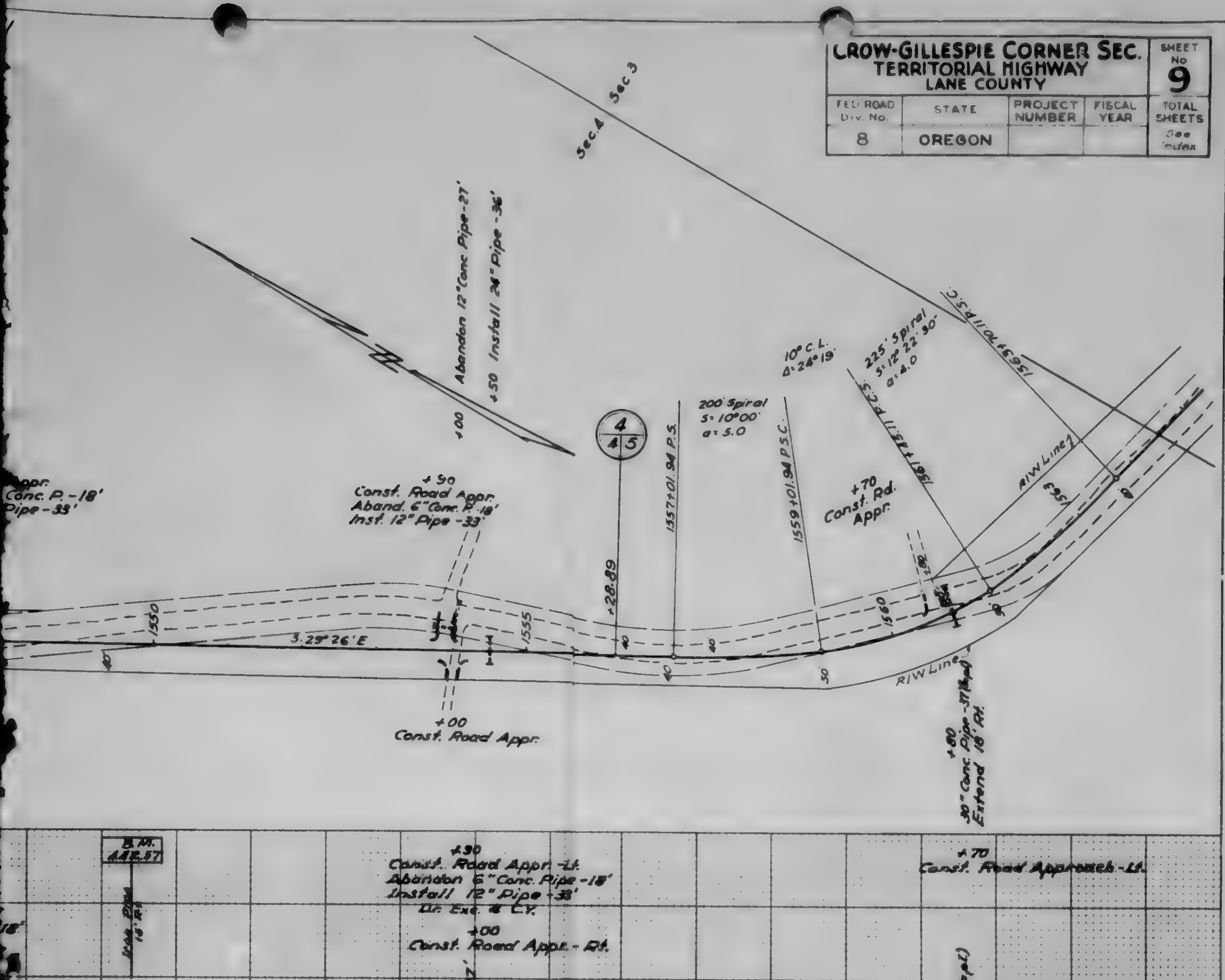
CROW-GILLESPIE CORNER SEC. TERRITORIAL HIGHWAY LANE COUNTY				SHEET No. 8
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

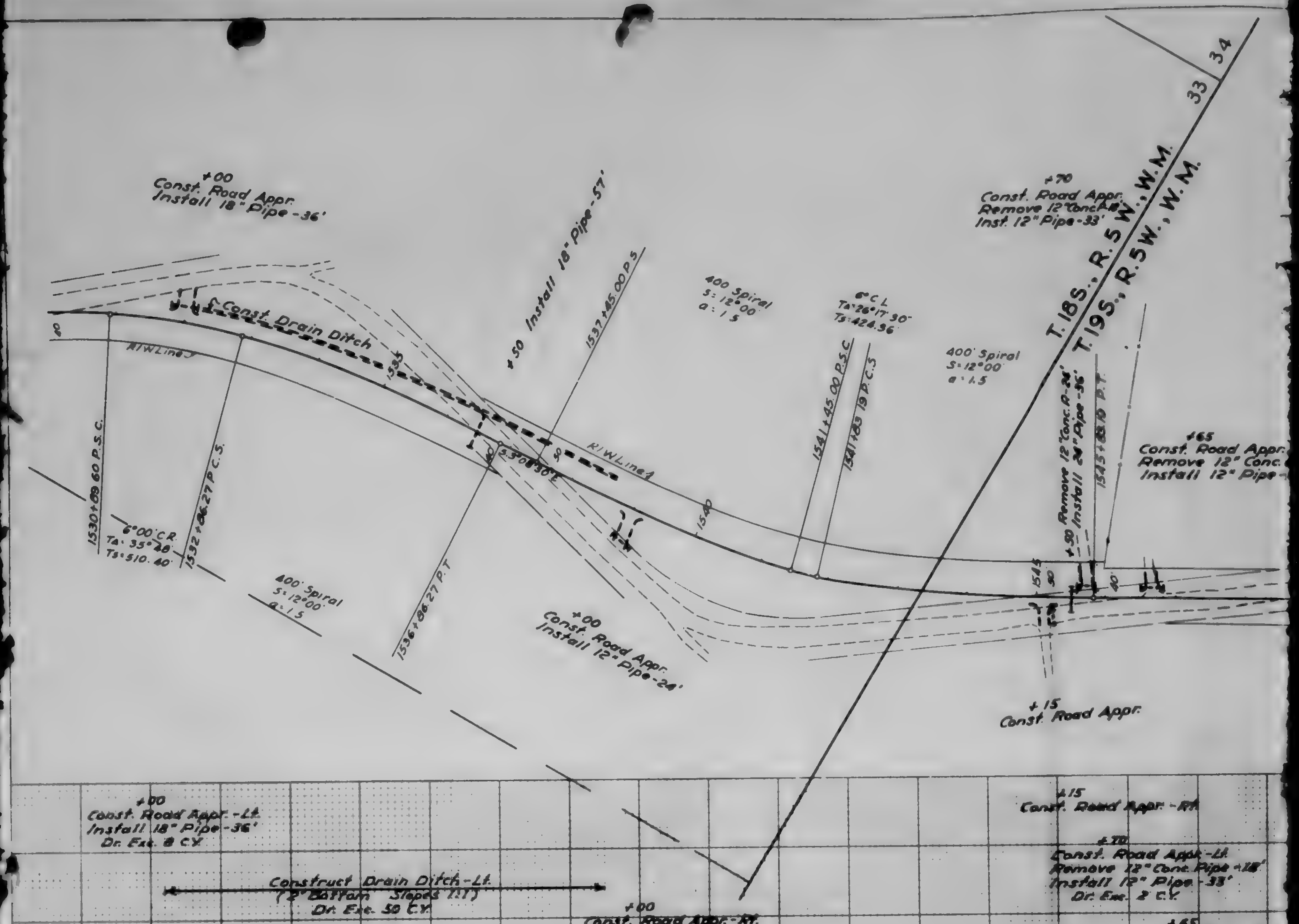





T. I
+09 Abandon 8" Conc. Pipe-30' (in pl.)
+61 Inst. 18" Conc. Pipe-39'
+28.89
3
3 4
1505+55.10 P.C.
1°C.L.
Δ=1°57'
Ts=97.51'
1507+50.10 P.T.
+19
Const. Rd. App. Lt.
12" Conc. Pipe-30' (in pl.)
1500
1505
1510
S87°57'00"E
1315
1512+74.08 P.C.
9°C.L.
Δ=28°13'30"
Ts=160.06'
1515+87.69 P.T.
+10
Const. App.
Inst. 12" C
+35
Const. Rd. App.
Inst. 12" Conc.
Const.
33
+27 Salv. 24" Conc. Pipe-24'
Inst. 30" Conc. Pipe-39'
+58 Remove 8" Conc. Pipe-37'
Inst. 18" Conc. Pipe-36'
+19
Const. Road Appr.
B.M.
639.92
U.S.E.D. No. 15
Sta. 1515+50
+35
Const. Road
Install 12" C
Dr. Exc.
+28
Const. Road
Con
Ins
Normal 1.208'
Normal 0.9167'
+61 Install 18" Pipe 39'
Dr. Exc. 12 c.y.
Salvage 24" Conc. Pipe 24'
+27 Install 30" Pipe 39'
Dr. Exc. 28 c.y.
Remove 8" Conc. Pipe 37'
+58 Install 18" Pipe 36'
Dr. Exc. 7 c.y.
Normal 0.9167'
450
440
430
Finish Grade
Top of Existing Surfacing
1300
1305
1310
1315

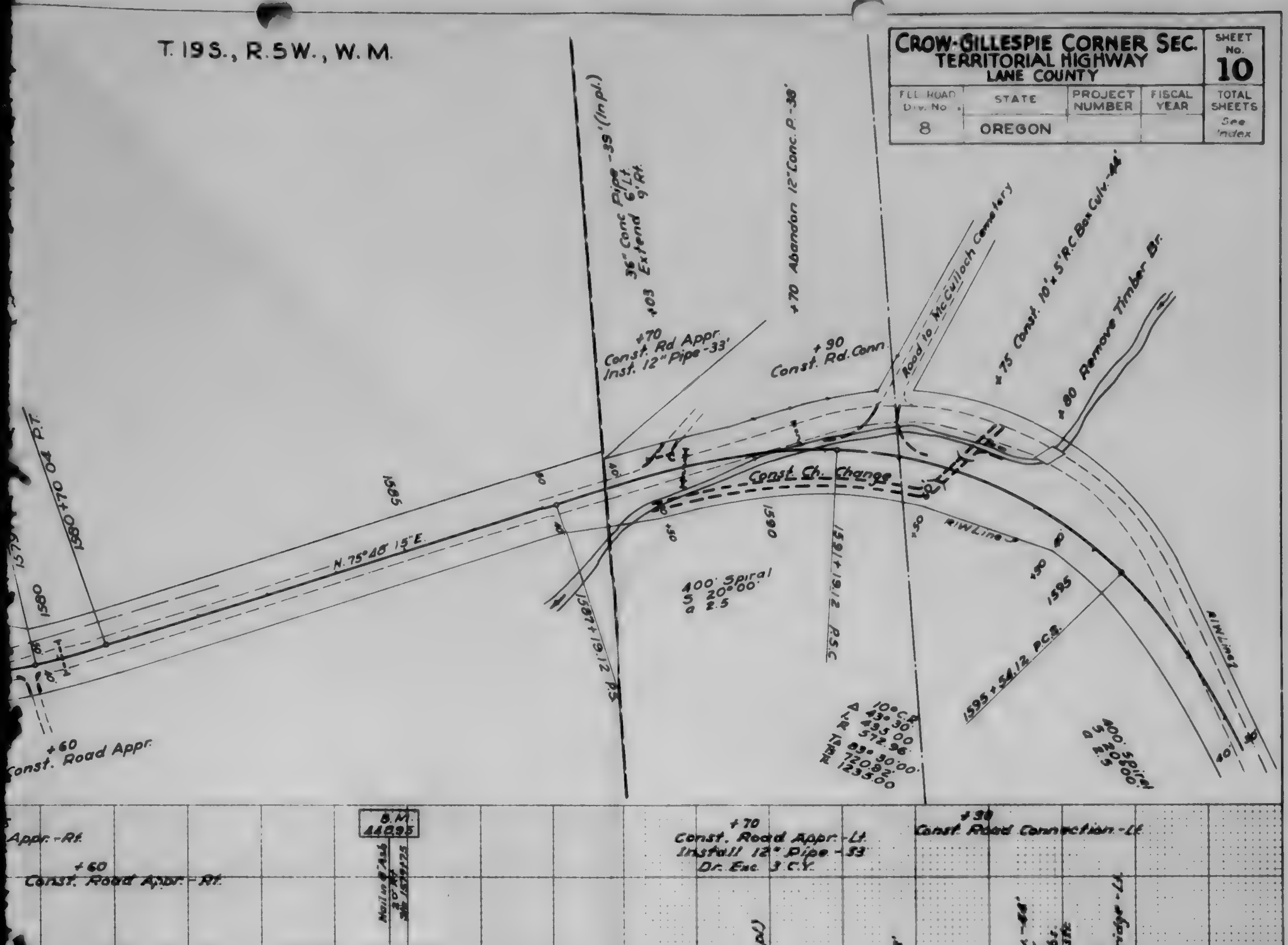
CROW-GILLESPIE CORNER SEC. TERRITORIAL HIGHWAY LANE COUNTY				SHEET No 9
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See index

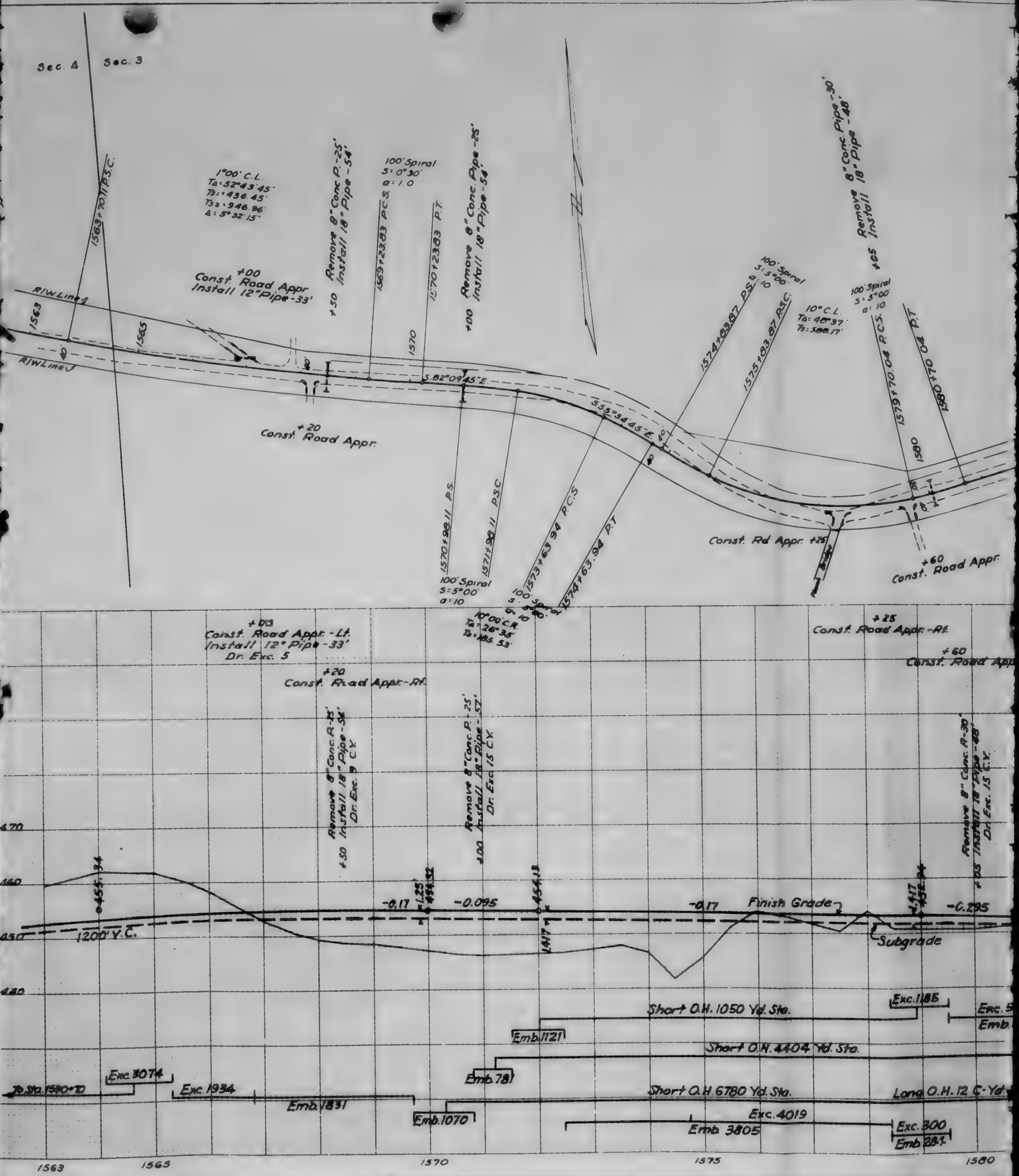



+00
Const. Road Appr.
Install 18" Pipe-36'
+50 Install 18" Pipe-57'
Const. Drain Ditch
1537+45.00 P.S
400' Spiral
S: 12°00'
a: 1.5
6° C.L
Ta: 26°17'30"
Ts: 424.36
1541+45.00 P.S.C
1541+83.19 P.C.S
400' Spiral
S: 12°00'
a: 1.5
+70
Const. Road Appr.
Remove 12" Conc. P.
Inst. 12" Pipe-33'
T.18S., R.5W., W.M.
T.19S., R.5W., W.M.
33
34
R/W Line
S.3°08'30"E.
1530+89.60 P.S.C.
1532+86.27 P.C.S.
6°00' C.R.
Ta: 35°48'
Ts: 510.40'
400' Spiral
S: 12°00'
a: 1.5
1536+86.27 P.T.
+00
Const. Road Appr.
Install 12" Pipe-24'
+50 Remove 12" Conc. P.-24'
Install 24" Pipe-36'
1545+83.19 P.T.
+65
Const. Road Appr.
Remove 12" Conc.
Install 12" Pipe
+15
Const. Road Appr.
1535
1540
1545
+00
Const. Road Appr.-Lt.
Install 18" Pipe-36'
Dr. Exc. 8 C.Y.
Construct Drain Ditch-Lt.
(2' Bottom Slopes 1:1)
Dr. Exc. 50 C.Y.
+00
Const. Road Appr.-Rt.
Install 12" Pipe-24'
Dr. Exc. 2 C.Y.
+50 Install 18" Pipe-57'
Dr. Exc. 12 C.Y.
+15
Const. Road Appr.-Rt.
+70
Const. Road Appr.-Lt.
Remove 12" Conc. Pipe-18'
Install 12" Pipe-33'
Dr. Exc. 2 C.Y.
+65
Const. Road Appr.-Lt.
Remove 12" Conc. P
Install 12" Pipe-3
Dr. Exc. 2 C.Y.
Remove 12" Conc. Pipe-24'
+50 Install 24" Pipe-36'
Dr. Exc. 12 C.Y.
+.125
+0.92
458.30
800' V.C.
+50
-0.75
Subgrade
450
440
430
Exc. 1966
Short O.H. 3000 Yd. Sta.
Emb. 1861
Exc. 94
Emb. 89
Exc. 385
Emb. 384
Short O.H. 18444 Yd. Sta.
Long O.H. 545 C-Yd. Sta.
From Sta. 1564+90
Emb. 2910
Exc. 3527
Emb. 3339
Emb. 128
1531
1535
1540
1545

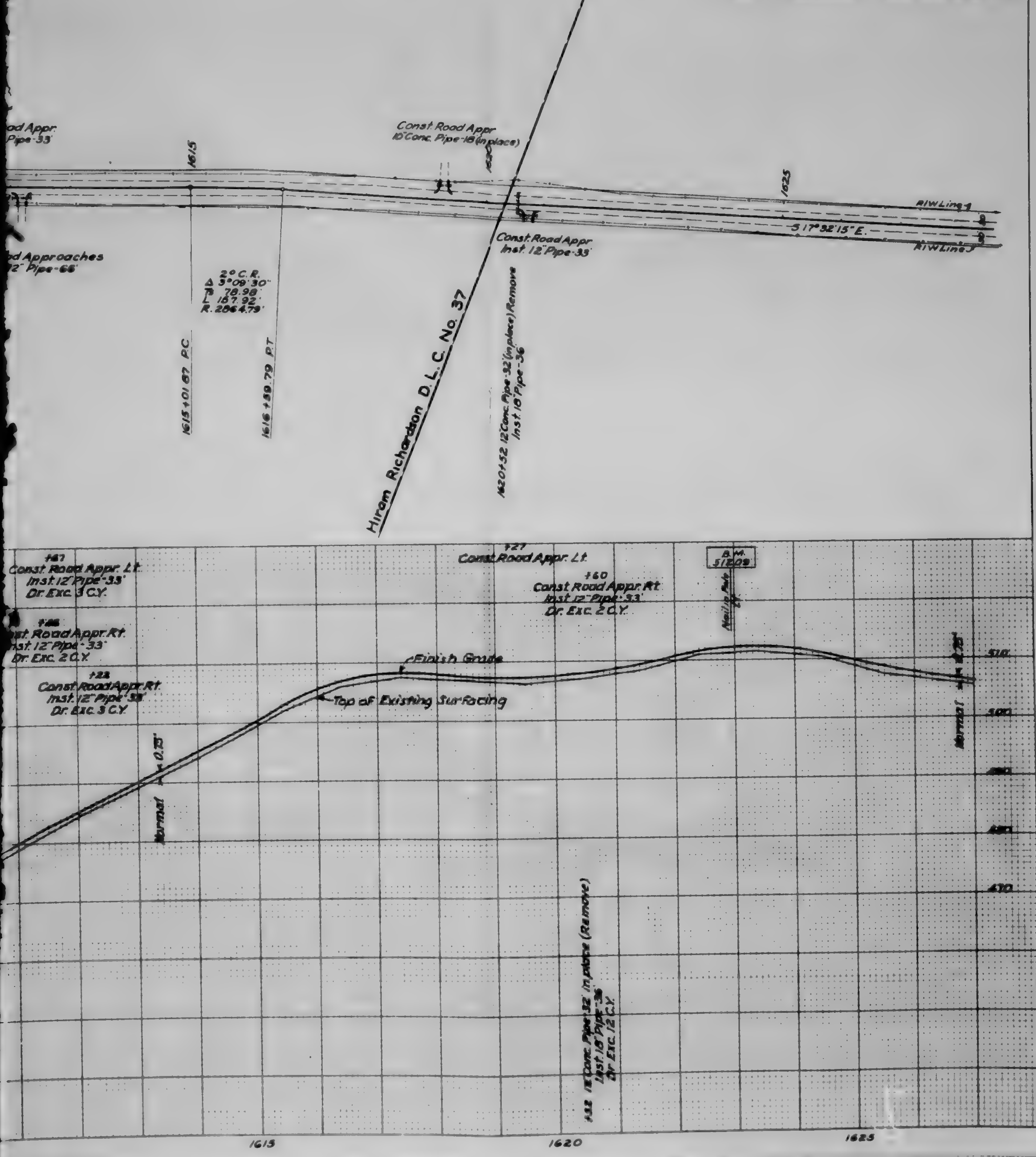
CROW-GILLESPIE CORNER SEC.
TERRITORIAL HIGHWAY
LANE COUNTY

FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 10
8	OREGON			TOTAL SHEETS See Index

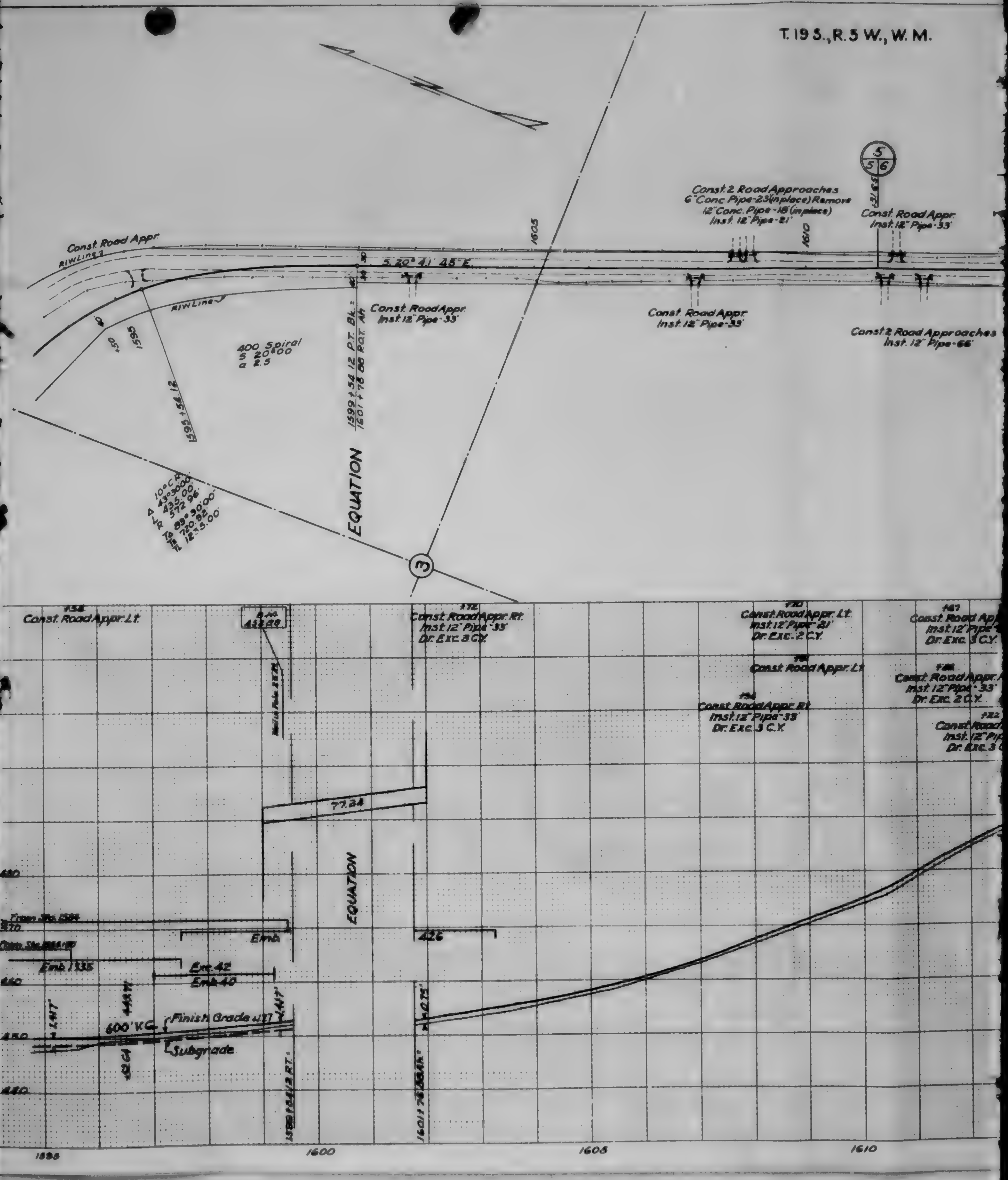

T. 19S., R. 5W., W. M.
+03 36" Conc. Pipe -39' (Inpl.) Extend 6' Lt. 9' Rt.
+70 Abandon 12" Conc. P.-38'
+70 Const. Rd. Appr. Inst. 12" Pipe -33'
+90 Const. Rd. Conn.
Road to McCulloch Cemetery
+75 Const. 10'x 5' R.C. Box Culv. -44'
+80 Remove Timber Br.
1580 +70.04 P.T.
1585
N. 75°48' 15" E.
Const. Ch. Change
R/W Line
400' Spiral S 20°00' a 2.5
1587+91.12 P.S.
1591+91.12 P.S.C.
1595+54.12 P.C.S.
Δ 10° C.R. 43°30' 435.00 572.96
83°30'00" 720.92 1235.00
400' Spiral S 20°00' a 2.5
+60 Const. Road Appr.
B.M. 448.95
Nail in 8" Ash 30' Rt. Sta. 1583+75
Appr.-Rt.
+60 Const. Road Appr.-Rt.
+70 Const. Road Appr.-Lt. Install 12" Pipe -33' Dr. Exc. 3 C.Y.
+30 Const. Road Connection-Lt.
Remove 8" Conc. P.-30' +03 Install 18" Pipe -48' Dr. Exc. 15 C.Y.
+03 36" Conc. Pipe -39' (Inpl.) Extend 6' Lt. 9' Rt. Dr. Exc. 29 C.Y.
+70 Abandon 12" Conc. P.-38'
+75 Const. 10'x5' R.C. Box Culv.-44' Class "A" Conc. 50 C.Y. Metal Reinf. 7317 Lbs. Gen'l Exc. in Rdwy. Dist. Dr. Exc. 20 C.Y. Dwg. Nos. 8736 and 8363
+80 Remove Timber Bridge-Lt.
1.417 452.94
-0.295
1.417 452.36
-0.17
-1.417
V.C.
460
450
440
Subgrade
Const. Channel Change (18' Bottom Slopes 1½:1) Gen'l Exc. Incl. in Rdwy. Dist.
Exc. 1186
Exc. 562
Emb. 532
Exc. 825
Exc. 1410
Short O.H. 4200 Yd. Sta.
Exc. 1710
Emb. 1619
Exc. 968
Emb. 348
See Sheet 11
Long O.H. 12 C-Yd. Sta.
Exc. 1130
Exc. 450
Short O.H. 2700 Yd. Sta.
Long O.H. 9 C-Yd. Sta.
To Sta. 1599+48
Exc. 300
Emb. 284
1580
1585
1590
1595


Sec. 4
Sec. 3
1563+70.11 P.S.C.
1°00' C.L.
Ta: 52°43'45"
Ts1: 436.45'
Ts2: 946.96'
Δ: 5°32'15"
+50 Remove 8" Conc. P.-25'
Install 18" Pipe-54'
100' Spiral
S: 0°30'
a: 1.0
1569+23.83 P.C.S.
1570+23.83 P.T.
+00 Remove 8" Conc. Pipe-25'
Install 18" Pipe-54'
+00
Const. Road Appr
Install 12" Pipe-33'
R/W Line
R/W Line
1563
1565
1570
S.82°09'45"E.
+20
Const. Road Appr.
S.55°34'45"E.
100' Spiral
S: 5°00'
a: 10
1574+03.87 P.S.
1575+83.87 P.S.C.
10° C.L.
Ta: 48°37'
Ts: 588.17'
+05 Remove 8" Conc. Pipe-30'
Install 18" Pipe-48'
100' Spiral
S: 5°00'
a: 10
1579+70.04 P.C.S.
1580+70.04 P.T.
1580
Const. Rd Appr. +25
+60
Const. Road Appr.
1570+98.11 P.S.
1571+98.11 P.S.C.
100' Spiral
S: 5°00'
a: 10
1573+63.94 P.C.S.
1574+63.94 P.T.
100' Spiral
S: 5°00'
a: 10
10°00' C.R.
Ta: 26°35'
Ts: 185.53'
+00
Const. Road Appr.-Lt.
Install 12" Pipe-33'
Dr. Exc. 5
+20
Const. Road Appr.-Rt.
+25
Const. Road Appr.-Rt.
+60
Const. Road App
+50 Remove 8" Conc. P.-25'
Install 18" Pipe-54'
Dr. Exc. 9 C.Y.
+00 Remove 8" Conc. P.-25'
Install 18" Pipe-57'
Dr. Exc. 15 C.Y.
+05 Remove 8" Conc. P.-30'
Install 18" Pipe-48'
Dr. Exc. 15 C.Y.
470
460
450
440
455.34
1200' V.C.
-0.17
1.25'
451.52
-0.095
454.13
1.417
-0.17
Finish Grade
1.417
452.94
-0.295
Subgrade
Exc. 1185
Short O.H. 1050 Yd. Sta.
Exc. 5
Emb.
Emb. 1121
Short O.H. 4404 Yd. Sta.
Emb. 781
Exc. 3074
To Sta. 1580+70
Exc. 1934
Emb. 1831
Short O.H. 6780 Yd. Sta.
Long O.H. 12 C-Yd.
Emb. 1070
Exc. 4019
Emb. 3805
Exc. 300
Emb. 281
1563
1565
1570
1575
1580

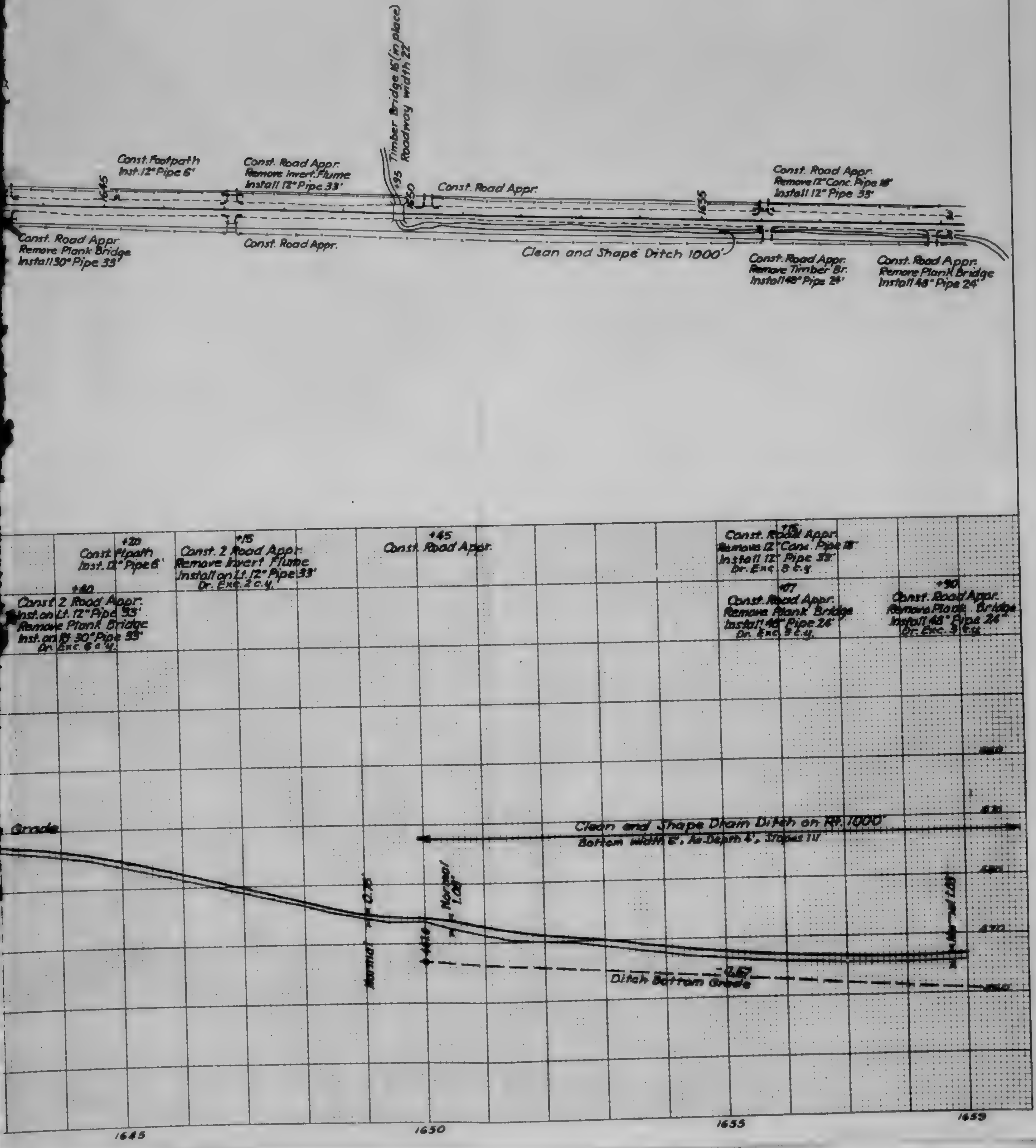
CROW-GILLESPIE CORNER SEC. TERRITORIAL HIGHWAY LANE COUNTY				SHEET No. **11**
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index



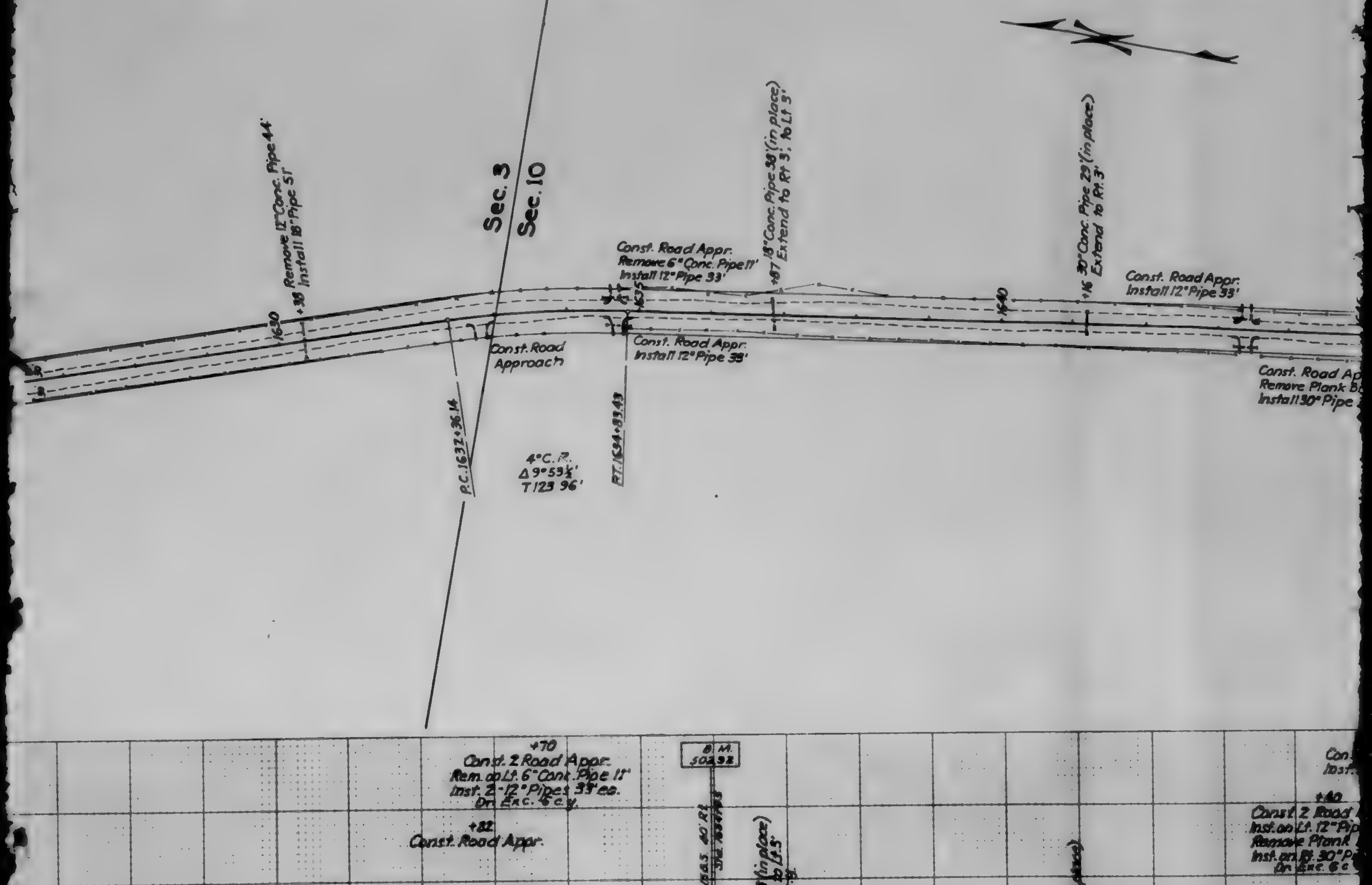
T. 19 S., R. 5 W., W. M.


Const. Road Appr.
R/W Line
R/W Line
400 Spiral
S 20°00
a 2.5
1595
+50
1595+54.12
1599+54.12 P.T. Bk. =
1601+78.08 P.T. Ah.
S. 20° 41' 45" E.
Const. Road Appr.
Inst. 12" Pipe-33'
EQUATION
10° C.R.
Δ 43°30'00"
L 435.00
R 572.96
Δ 85°30'00"
To 720.92
Ts
TL 1235.00
③
1605
Const. 2 Road Approaches
6" Conc Pipe-23' (in place) Remove
12" Conc. Pipe-18' (in place)
Inst. 12" Pipe-21'
1610
Const. Road Appr.
Inst. 12" Pipe-33'
Const. Road Appr.
Inst. 12" Pipe-33'
Const. 2 Road Approaches
Inst. 12" Pipe-66'
5
5 | 6
+31.65
+32
Const. Road Appr. Lt.
B.M.
453.89
Nail in Pole 28 Rt.
+72
Const. Road Appr. Rt.
Inst. 12" Pipe-33'
Dr. Exc. 3 C.Y.
+30
Const. Road Appr. Lt.
Inst. 12" Pipe-21'
Dr. Exc. 2 C.Y.
Const. Road Appr. Lt.
+34
Const. Road Appr. Rt.
Inst. 12" Pipe-33'
Dr. Exc. 3 C.Y.
+67
Const. Road App
Inst. 12" Pipe
Dr. Exc. 3 C.Y.
Const. Road Appr.
Inst. 12" Pipe-33'
Dr. Exc. 2 C.Y.
+22
Const. Road
Inst. 12" Pip
Dr. Exc. 3
77.24
EQUATION
480
From Sta. 1584
470
From Sta.
Emb.
426
Emb. 1335
Exc. 42
Emb. 40
460
2.47'
449.77
600' V.C.
Finish Grade
Subgrade
2.47'
0.75'
450
1599+54.12 P.T.
1601+78.08 Ah.
440
1595
1600
1605
1610

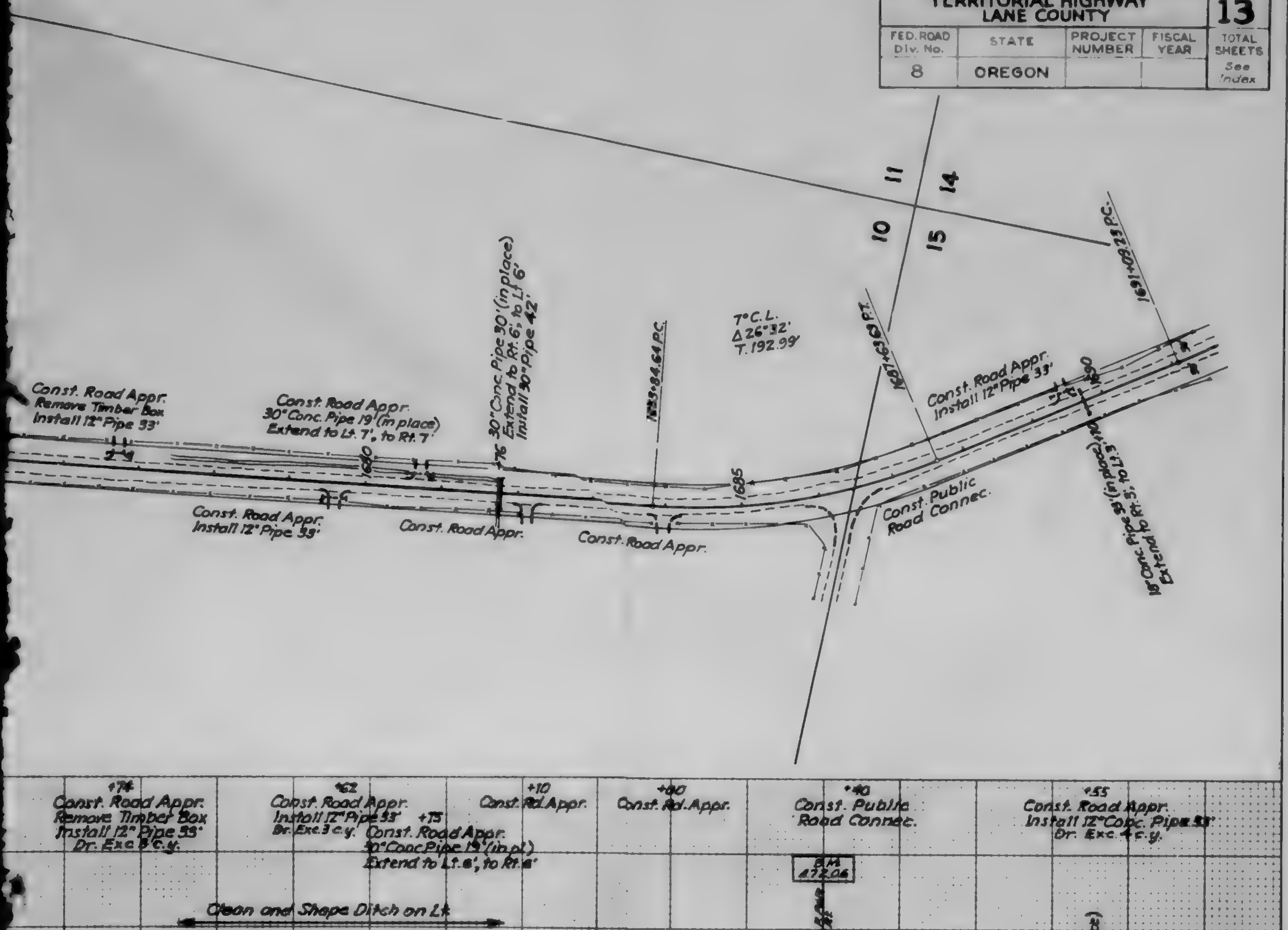
CROW-GILLESPIE CORNER SEC TERRITORIAL HIGHWAY LANE COUNTY				SHEET No 12
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

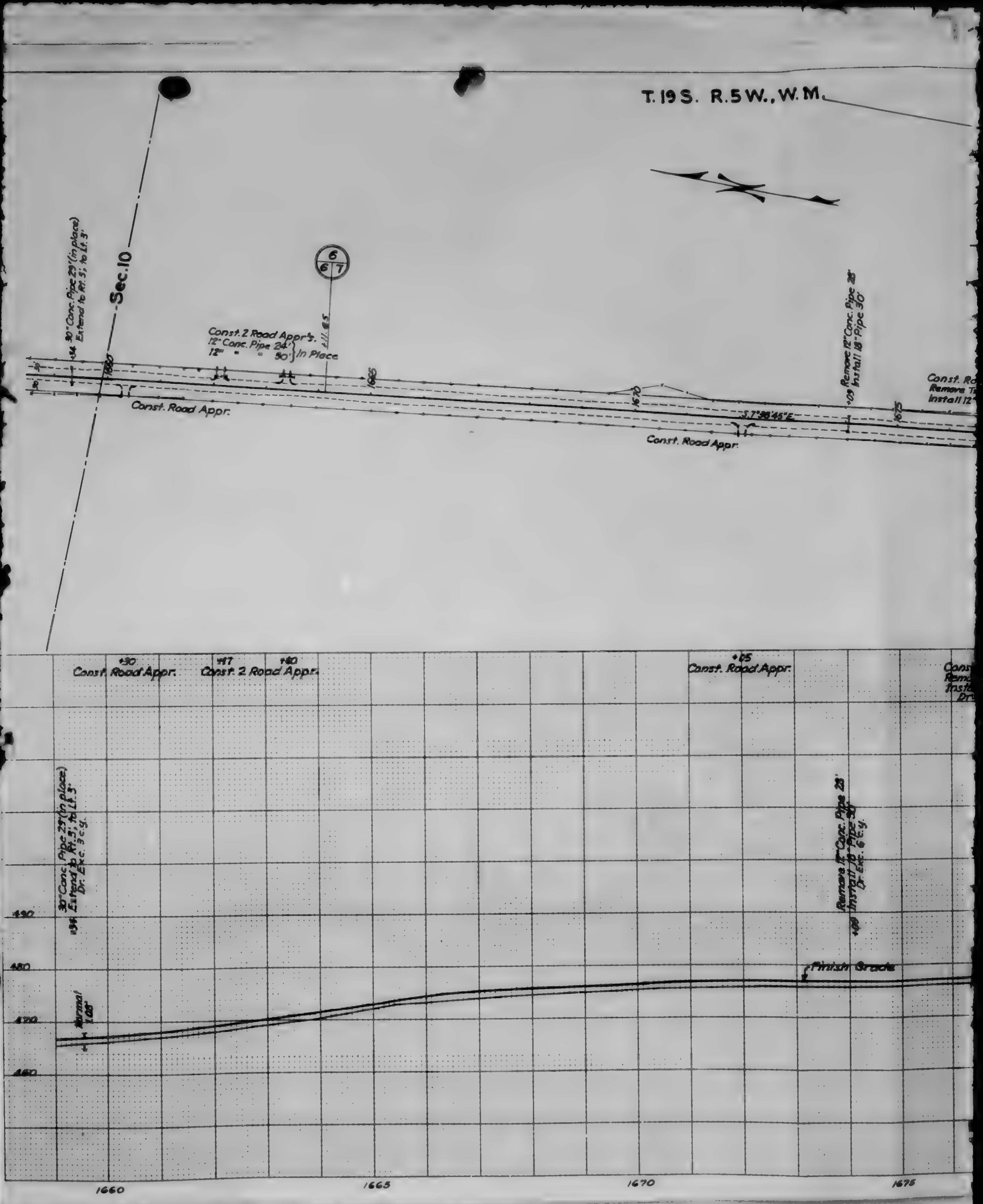


T. 19 S. R. 5 W., W.M.

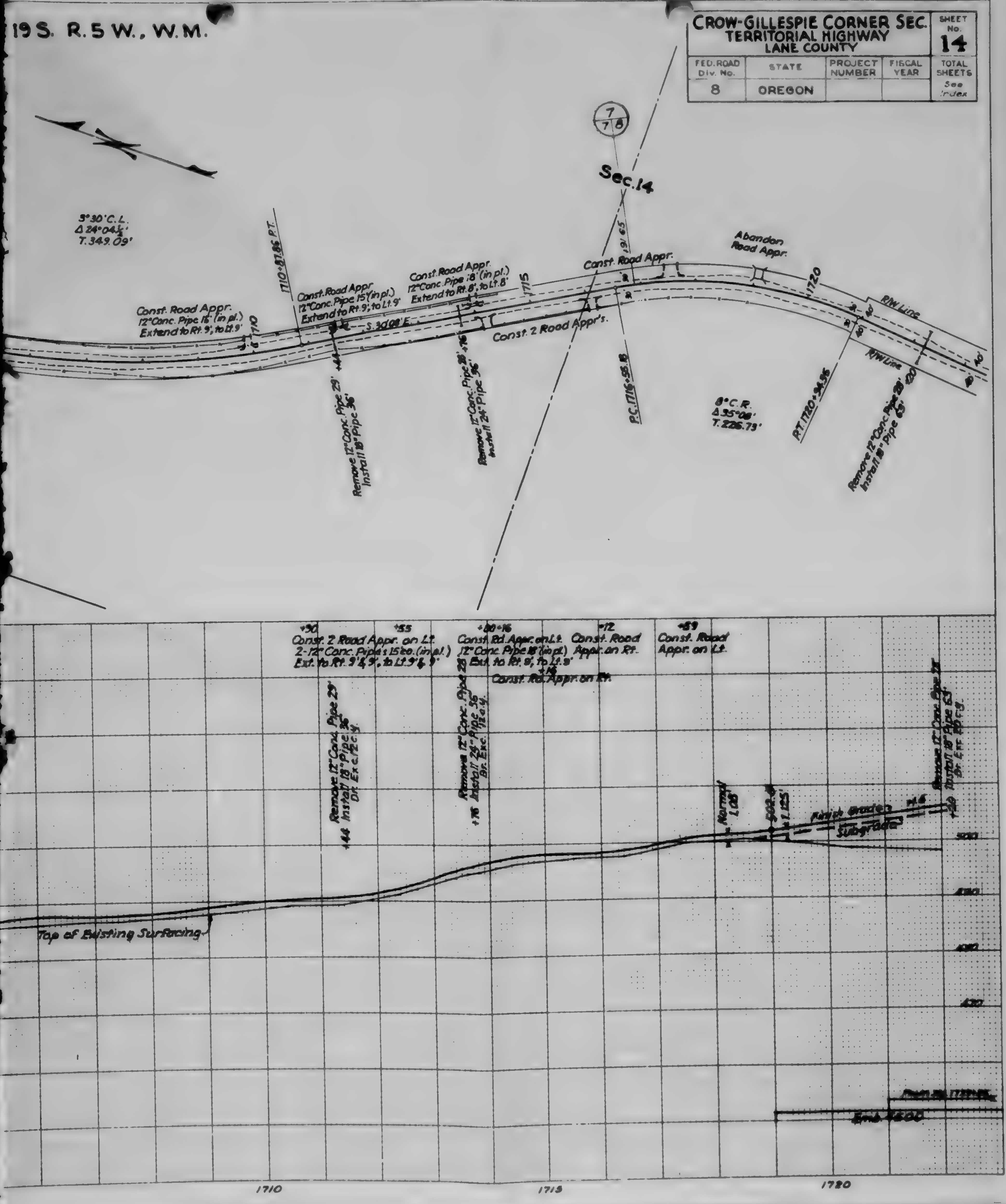

Sec. 3
Sec. 10
1630
+38 Remove 12" Conc. Pipe 44' Install 18" Pipe 51'
Const. Road Approach
P.C. 1632+36.14
4° C. R.
Δ 9°53½'
T 123.96'
P.T. 1634+83.43
1635
Const. Road Appr. Remove 6" Conc. Pipe 11' Install 12" Pipe 33'
Const. Road Appr. Install 12" Pipe 33'
+87 18" Conc. Pipe 38' (in place) Extend to Rt 3', to Lt 3'
1640
+16 30" Conc. Pipe 29' (in place) Extend to Rt. 3'
Const. Road Appr. Install 12" Pipe 33'
Const. Road Ap
Remove Plank B
Install 30" Pipe
+70
Const. 2 Road Appr.
Rem. on Lt. 6" Conc. Pipe 11'
Inst. 2-12" Pipes 33' ea.
Dr. Exc. 6 c.y.
+82
Const. Road Appr.
B.M.
502.32
Sta. 1635+85
U.S.G.S. 40' Rt.
+87 18" Conc. Pipe 38' (in place) Extend to Rt. 5', to Lt. 5' Dr. Exc. 1 c.y.
+16 30" Conc. Pipe 29' (in place) Extend to Rt. 5' Dr. Exc. 1 c.y.
Con
Inst.
+40
Const. 2 Road
Inst. on Lt. 12" Pip
Remove Plank
Inst. on Rt. 30" Pi
Dr. Exc. 6 c
510
500
490
480
Normal
0.78
+38 Rem. 12" Conc. Pipe 44' Inst. 18" Pipe 51' Dr. Exc. 34 c.y.
Finish Grade
1627
1630
1635
1640

CROW-GILLESPIE CORNER SEC. TERRITORIAL HIGHWAY LANE COUNTY				SHEET No 13
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

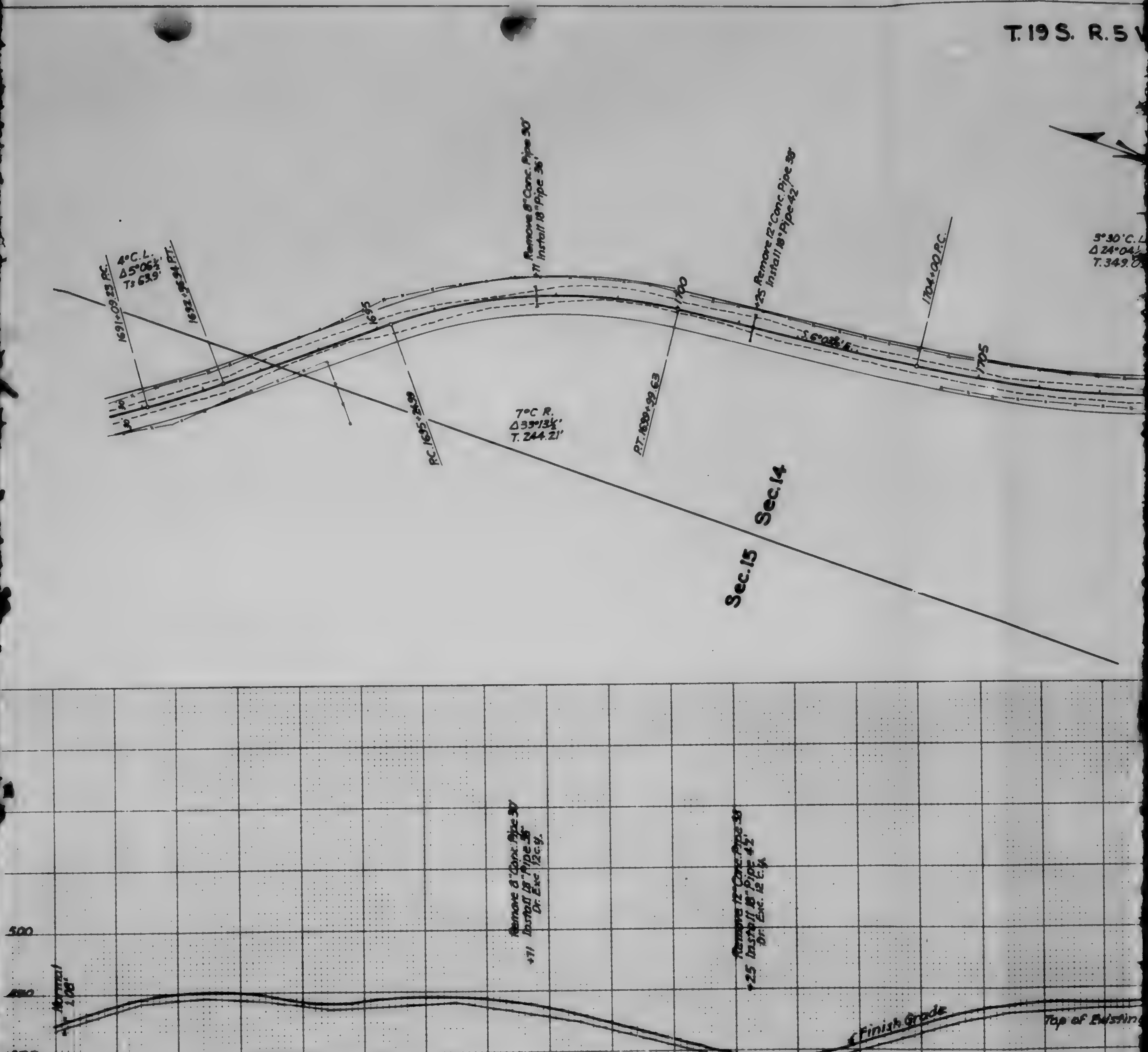



T. 19 S. R. 5 W., W. M.
Sec. 10
+34 30" Conc. Pipe 29' (in place) Extend to Rt. 5'; to Lt. 3'
Const. 2 Road Appr's.
12" Conc. Pipe 24'
12" " " 30' In Place
+11.65
1660
1665
1670
1675
Const. Road Appr.
S. 7°38'45" E.
Const. Road Appr.
+09 Remove 12" Conc. Pipe 28' Install 18" Pipe 30'
Const. Ro
Remove T
Install 12"
+30 Const. Road Appr.
+17 +40 Const. 2 Road Appr.
+05 Const. Road Appr.
Cons
Remo
Insta
Dr.
+34 30" Conc. Pipe 29' (in place) Extend to Rt. 5'; to Lt. 3' Dr. Exc. 3 c.y.
+09 Remove 12" Conc. Pipe 28' Install 18" Pipe 30' Dr. Exc. 6 c.y.
490
480
470
460
Normal 1.08'
Finish Grade
1660
1665
1670
1675

CROW-GILLESPIE CORNER SEC. TERRITORIAL HIGHWAY LANE COUNTY				SHEET No. 14
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

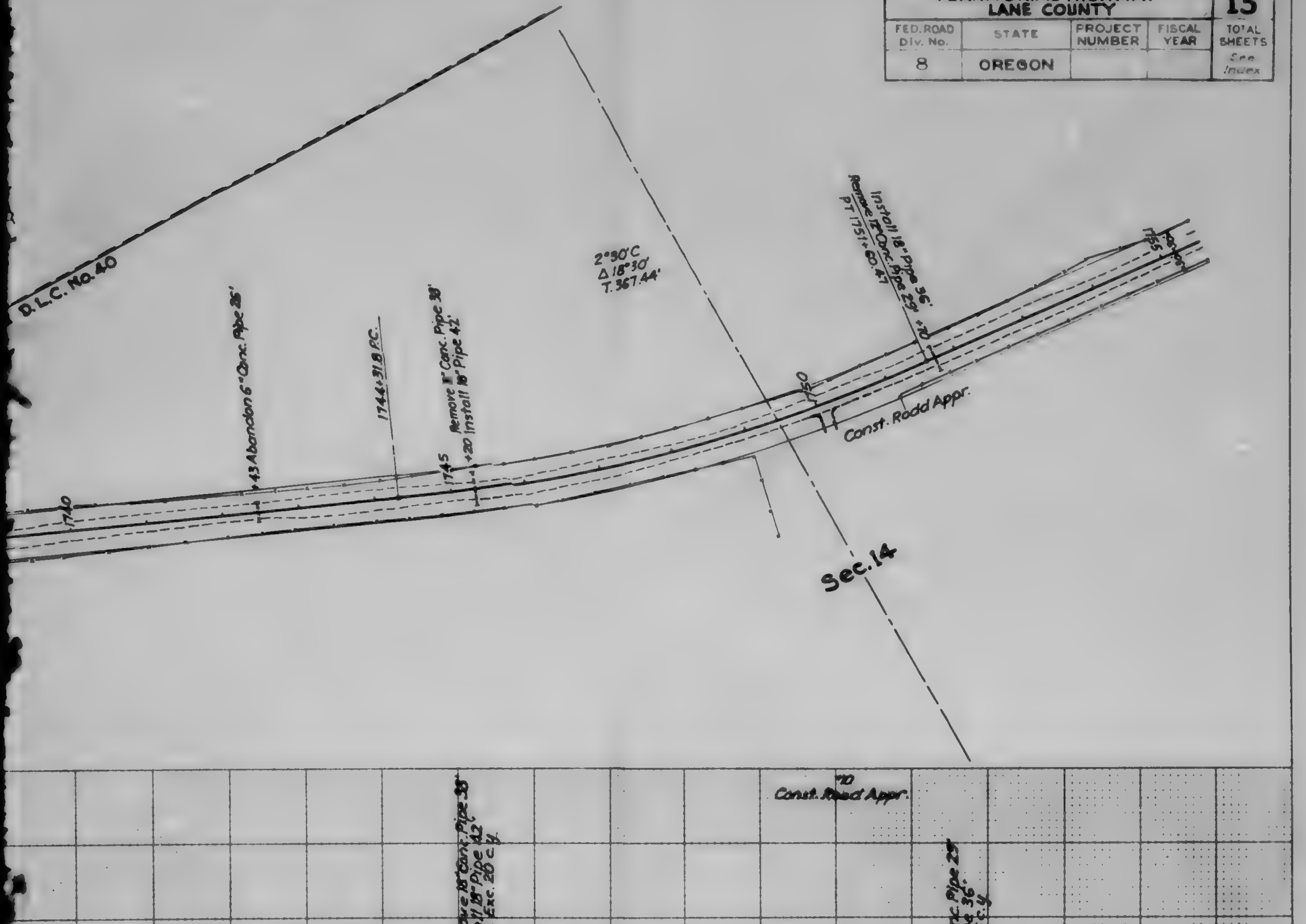


19 S. R. 5 W., W.M.
7
7 8
Sec. 14
5°30' C.L.
Δ 24°04½'
T. 349.09'
1710+87.86 P.T.
Const. Road Appr.
12" Conc. Pipe 16' (in pl.)
Extend to Rt. 9', to Lt. 9'
1710
Const. Road Appr.
12" Conc. Pipe 15' (in pl.)
Extend to Rt. 9', to Lt. 9'
Const. Road Appr.
12" Conc. Pipe 18' (in pl.)
Extend to Rt. 8', to Lt. 8'
S. 30°08' E.
1715
Const. 2 Road Appr's.
Const. Road Appr.
1716.65
Abandon Road Appr.
1720
R/W Line
R/W Line
+44 Remove 12" Conc. Pipe 29' Install 18" Pipe 36'
+76 Remove 12" Conc. Pipe 28' Install 24" Pipe 36'
P.C. 1716+55.16
8° C.R.
Δ 35°08'
T. 226.73'
P.T. 1720+34.96
+20 Remove 12" Conc. Pipe 28' Install 18" Pipe 63'
+30
+55
+80 +16
+12
+59
Const. 2 Road Appr. on Lt.
2-12" Conc. Pipes 15' ea. (in pl.)
Ext. to Rt. 9' & 9', to Lt. 9' & 9'
Const. Rd. Appr. on Lt.
12" Conc. Pipe 18' (in pl.)
Ext. to Rt. 8', to Lt. 8'
+16
Const. Rd. Appr. on Rt.
Const. Road Appr. on Rt.
Const. Road Appr. on Lt.
+44 Remove 12" Conc. Pipe 29' Install 18" Pipe 36' Dr. Exc. 12 c.y.
+76 Remove 12" Conc. Pipe 28' Install 24" Pipe 56' Dr. Exc. 12 c.y.
Normal 1.08
502.41
1.125'
Finish Grades
Subgrade
+20 Remove 12" Conc. Pipe 28' Install 18" Pipe 63' Dr. Exc. 20 c.y.
500
Top of Existing Surfacing
490
480
470
Emb. 4600
1710
1715
1720

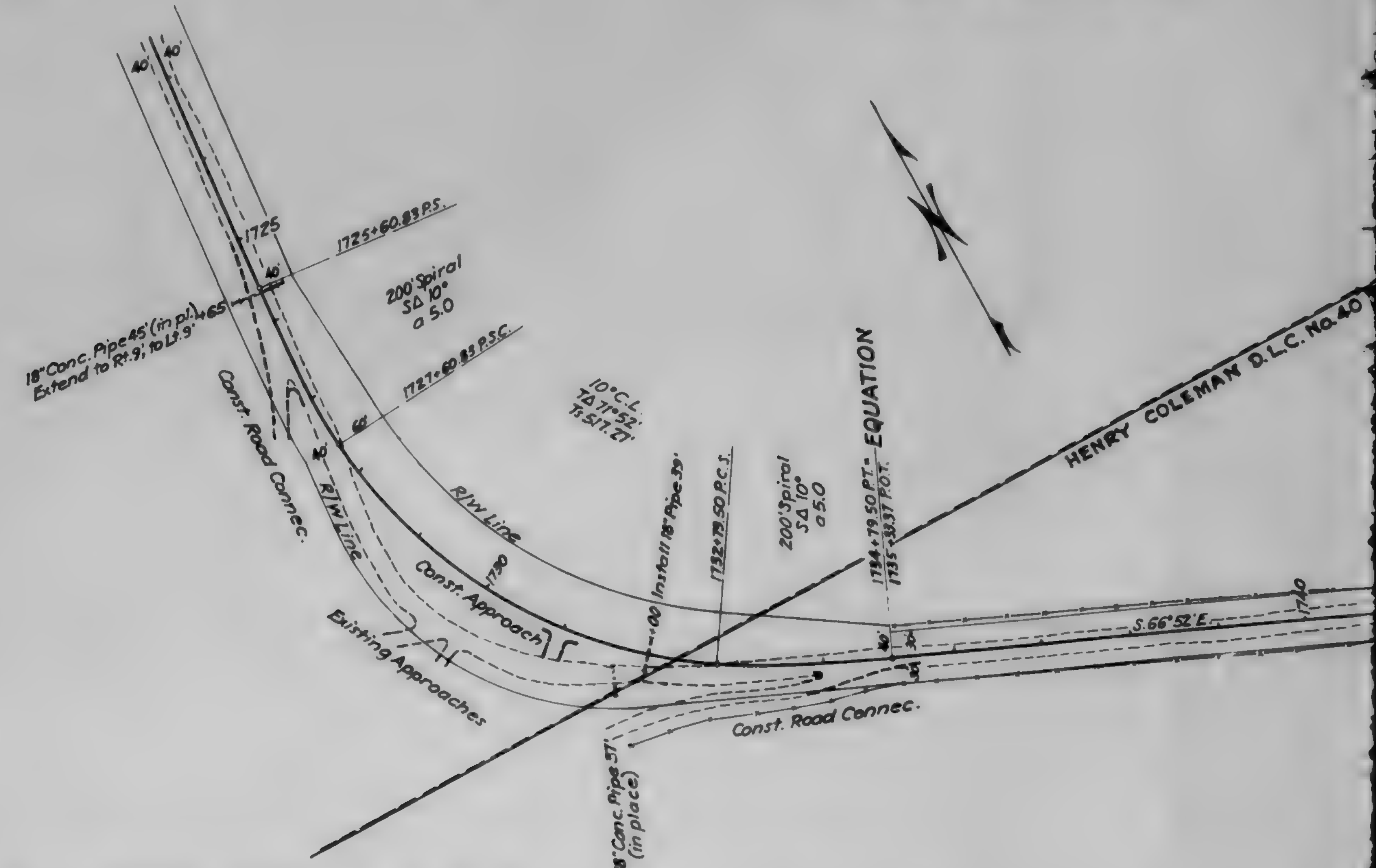

T.19 S. R.5
4°C.L.
Δ5°06½'
T=63.9'
1691+09.23 P.C.
1692+98.94 P.T.
1695
Remove 8" Conc. Pipe 30'
Install 18" Pipe 36'
+71
1700
+25 Remove 12" Conc. Pipe 38'
Install 18" Pipe 42'
1704+00 P.C.
S.6°03½'E.
1705
3°30'C.L.
Δ24°04½'
T.349.0
7°C R.
Δ33°13½'
T. 244.21'
P.C. 1695+24.99
P.T. 1699+99.63
30'
30'
Sec.14
Sec.15
Remove 8" Conc. Pipe 30'
Install 18" Pipe 36'
Dr. Exc. 12c.y.
+71
Remove 12" Conc. Pipe 38'
Install 18" Pipe 42'
Dr. Exc. 12 c.y.
+25
500
490
480
470
Normal
+ 1.00'
℄ Finish Grade
Top of Existing
1690
1695
1700
1705

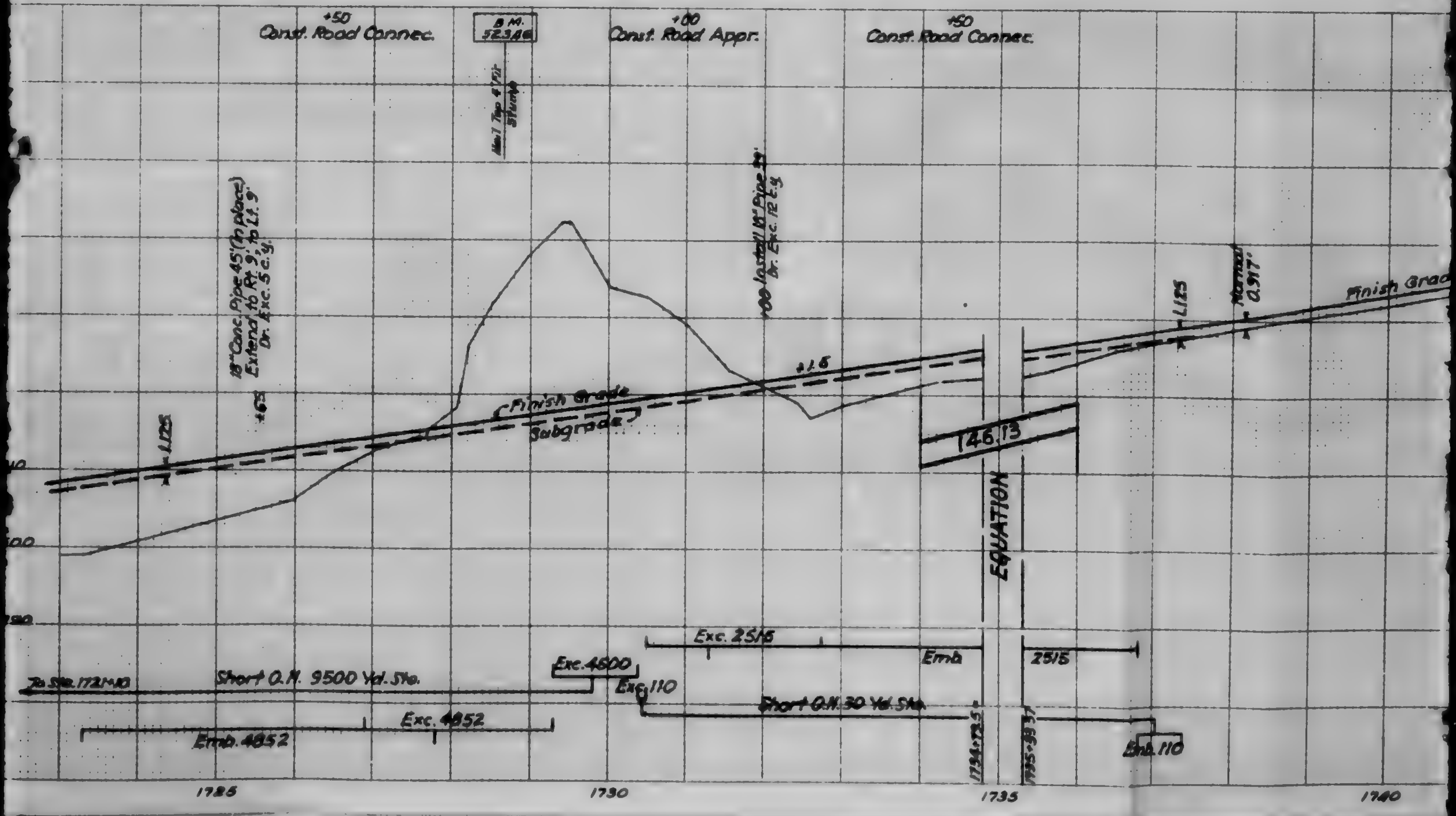
CROW-GILLESPIE CORNER SEC.
TERRITORIAL HIGHWAY
LANE COUNTY

FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No 15
8	OREGON			TOTAL SHEETS See Index

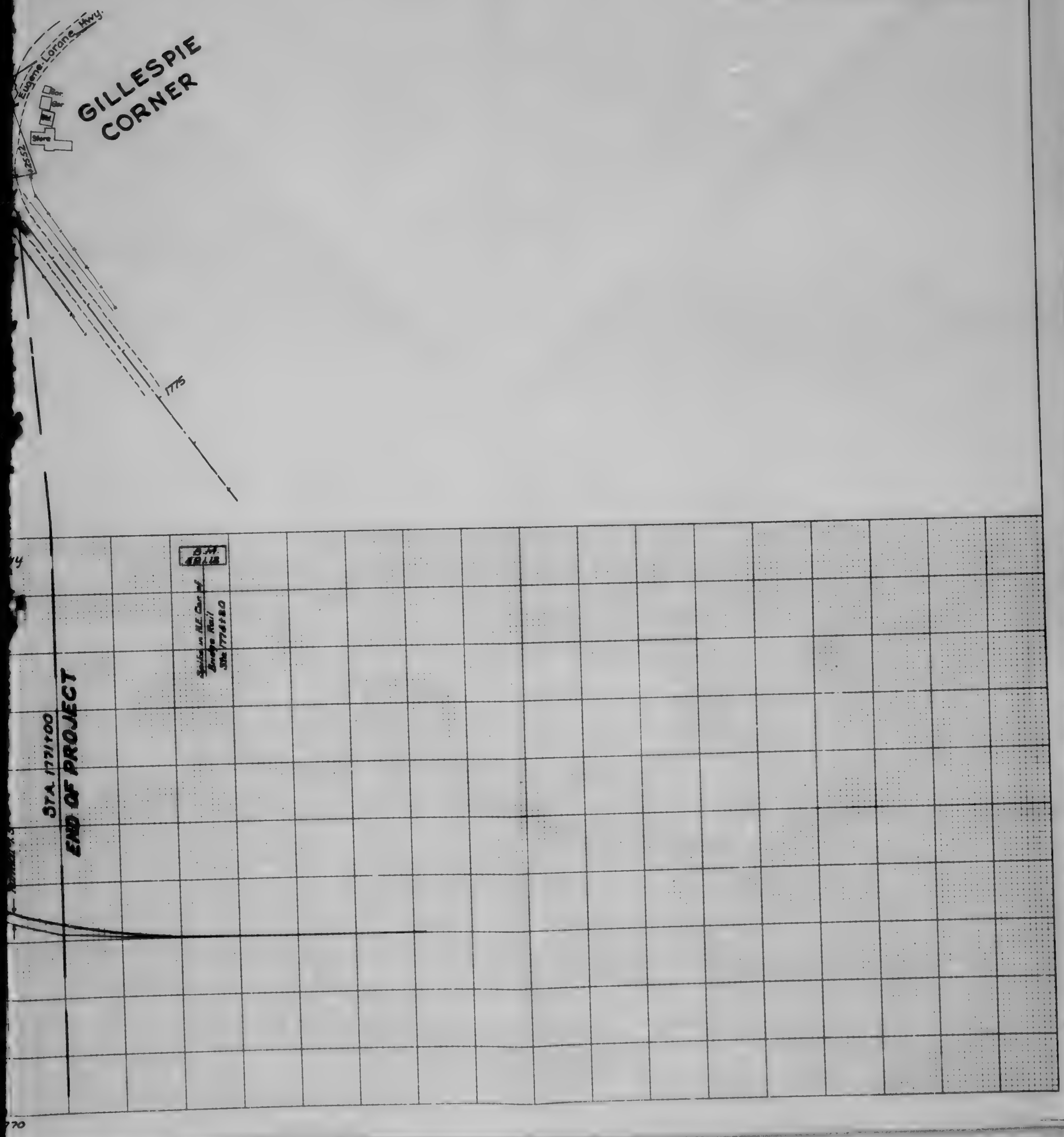


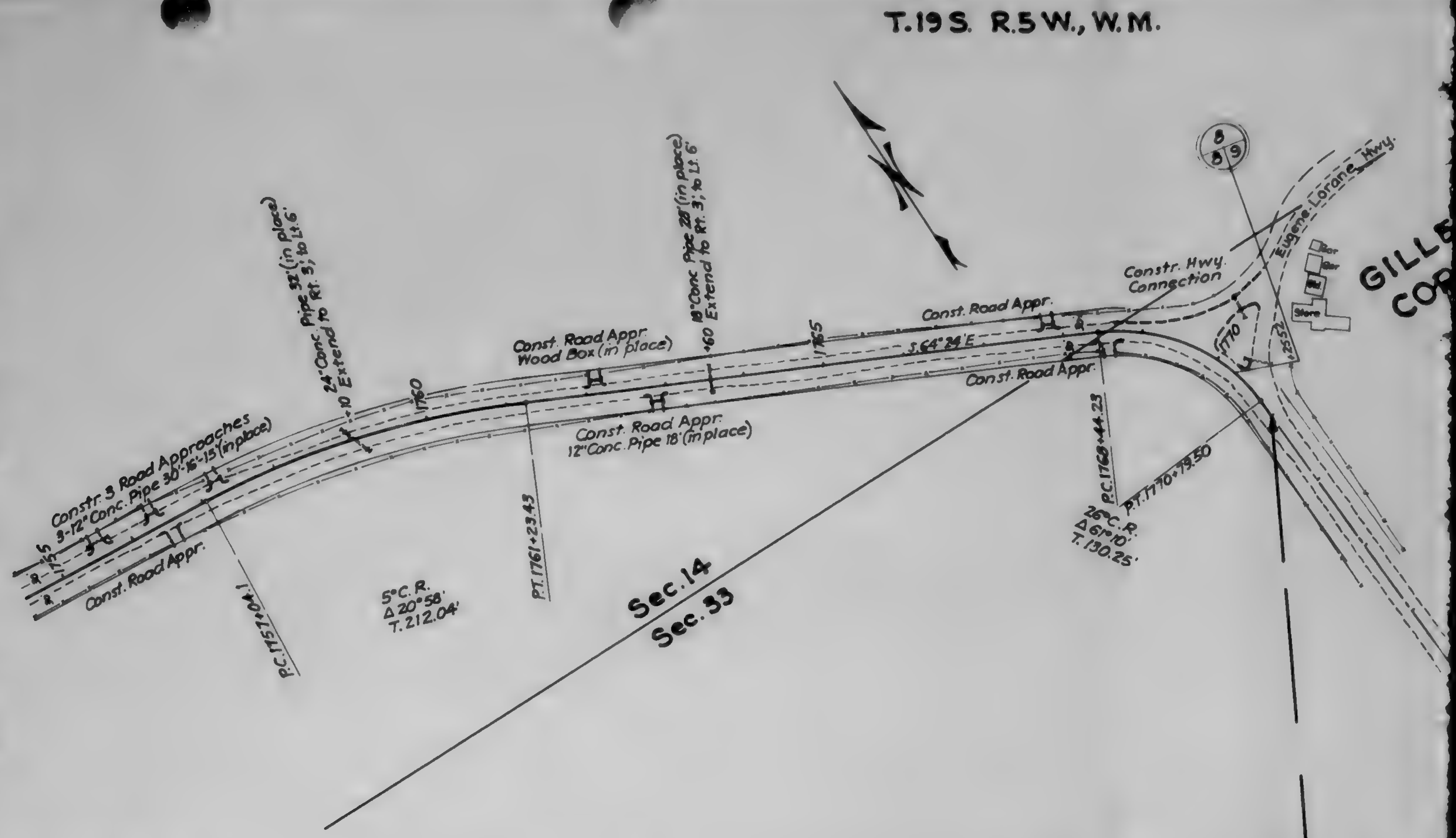
T. 19 S. R.5W., W.M.

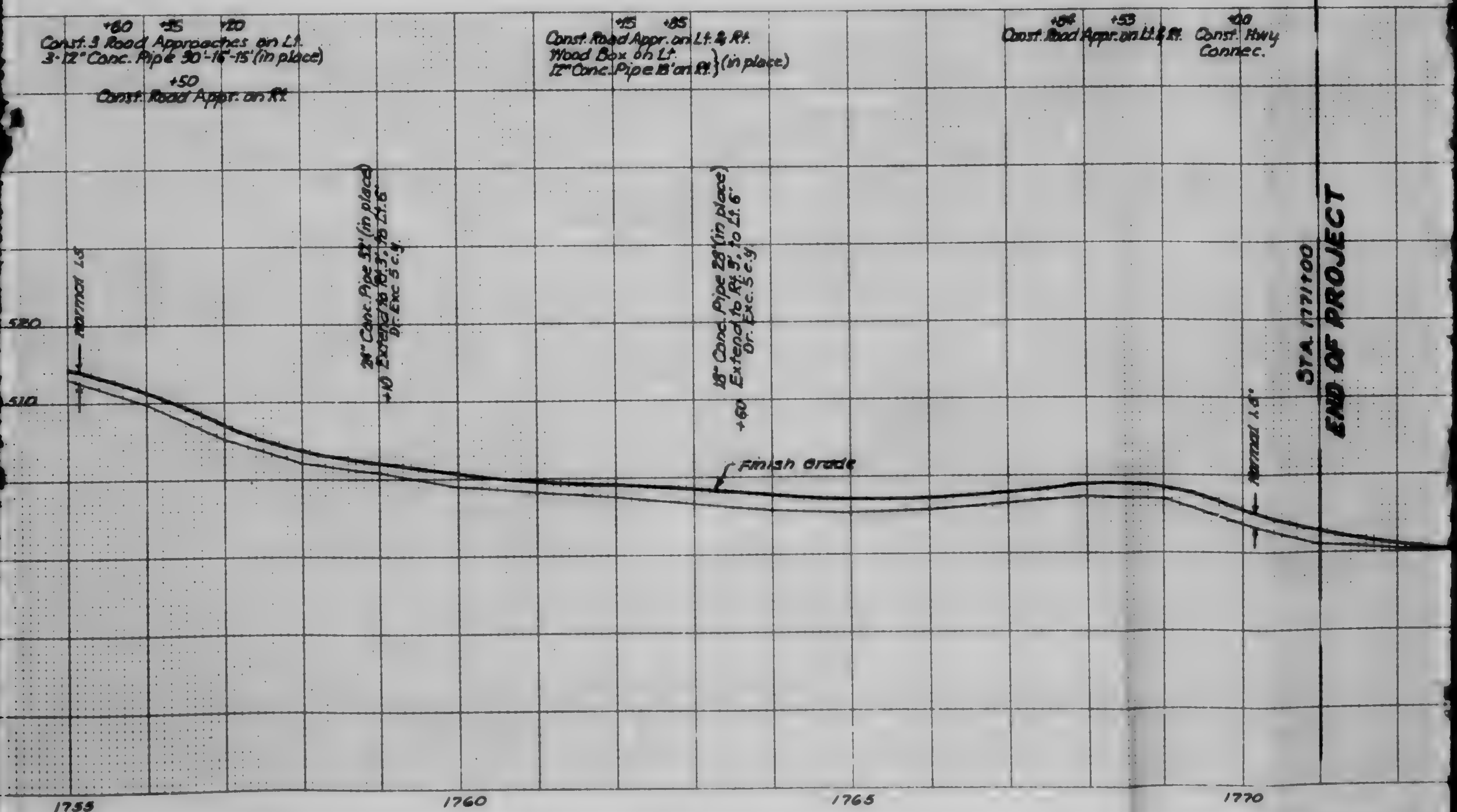

40'
40'
1725
1725+60.83 P.S.
200' Spiral
SΔ 10°
a 5.0
18" Conc. Pipe 45' (in pl.) +65
Extend to Rt. 9'; to Lt. 9'
1727+60.83 P.S.C.
60'
40'
Const. Road Connec.
R/W Line
R/W Line
10° C.L.
TΔ 71°52'
Ts 517.27'
Const. Approach
Existing Approaches
1730
+00
Install 18" Pipe 39'
1732+79.50 P.C.S.
200' Spiral
SΔ 10°
a 5.0
1734+79.50 P.T. =
1735+33.37 P.O.T.
EQUATION
HENRY COLEMAN D.L.C. No. 40
S. 66°52' E.
1740
40'
30'
30'
Const. Road Connec.
18" Conc. Pipe 57'
(in place)


+50
Const. Road Connec.
B.M.
523.86
Nail Top 4' Fir
Stump
+00
Const. Road Appr.
+50
Const. Road Connec.
18" Conc. Pipe 45' (in place)
Extend to Rt. 9'; to Lt. 9'
Dr. Exc. 5 c.y.
+65
+00 Install 18" Pipe 39'
Dr. Exc. 12 c.y.
L.125
Finish Grade
Subgrade
+1.6
146.13
EQUATION
L.125
Normal
0.917'
Finish Grade
Exc. 2515
Emb.
2515
To Sta. 1721+10
Short O.H. 9500 Yd. Sta.
Exc. 4600
Exc. 110
Short O.H. 30 Yd. Sta.
1734+79.5
1735+33.37
Emb. 110
Emb. 4852
Exc. 4852
1725
1730
1735
1740
410
400
390

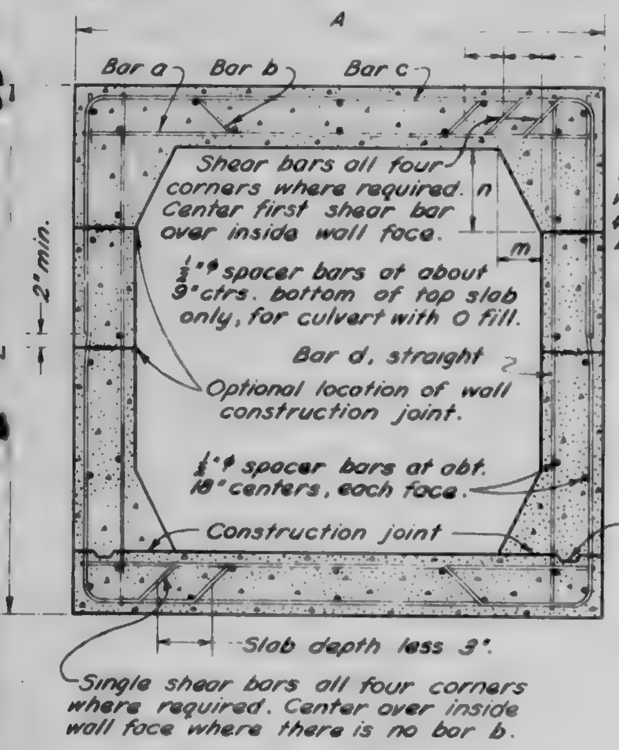
CROW-GILLESPIE CORNER SEC. TERRITORIAL HIGHWAY LANE COUNTY				SHEET No 16
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index



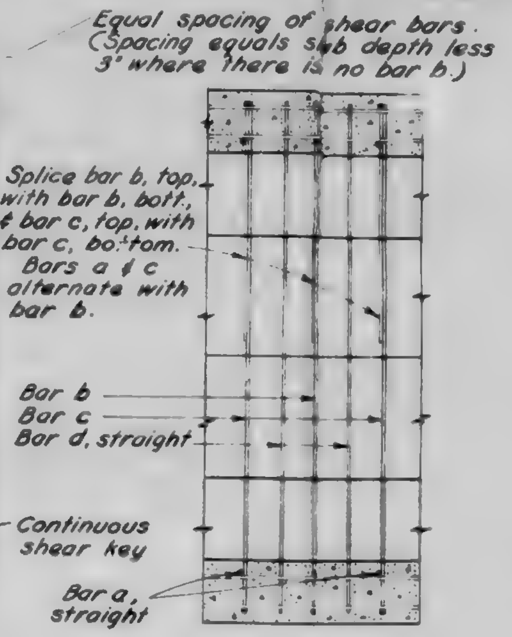

T.19S. R.5W., W.M.
Constr. 3 Road Approaches
3-12" Conc. Pipe 30'-16'-15' (in place)
Const. Road Appr.
1755
24" Conc. Pipe 32' (in place)
Extend to Rt. 3', to Lt. 6'
+10
1760
Const. Road Appr.
Wood Box (in place)
Const. Road Appr.
12" Conc. Pipe 18' (in place)
18" Conc. Pipe 28' (in place)
Extend to Rt. 3', to Lt. 6'
+60
1765
S.64°24'E.
Const. Road Appr.
Const. Road Appr.
Constr. Hwy.
Connection
P.C. 1757+04.1
5° C.R.
Δ 20°58'
T. 212.04'
P.T. 1761+23.43
Sec. 14
Sec. 33
P.C. 1768+44.23
26° C.R.
Δ 61°10'
T. 130.25'
P.T. 1770+79.50
1770
8
8 9
Eugene-Lorane Hwy.
2552
Gar
Gar
Store
GILLE
CO


+60
+95
+20
Const. 3 Road Approaches on Lt.
3-12" Conc. Pipe 30'-16'-15' (in place)
+50
Const. Road Appr. on Rt.
+15
+85
Const. Road Appr. on Lt. & Rt.
Wood Box on Lt.
12" Conc. Pipe 18' on Rt.
(in place)
+84
+53
Const. Road Appr. on Lt. & Rt.
+00
Const. Hwy.
Connec.
Normal L.S.
24" Conc. Pipe 32' (in place)
Extend to Rt. 3', to Lt. 6'
Dr. Exc. 5 c.y.
+10
18" Conc. Pipe 28' (in place)
Extend to Rt. 3', to Lt. 6'
Dr. Exc. 5 c.y.
+60
Finish Grade
Normal L.S.
STA. 1771+00
END OF PROJECT
520
510
1755
1760
1765
1770

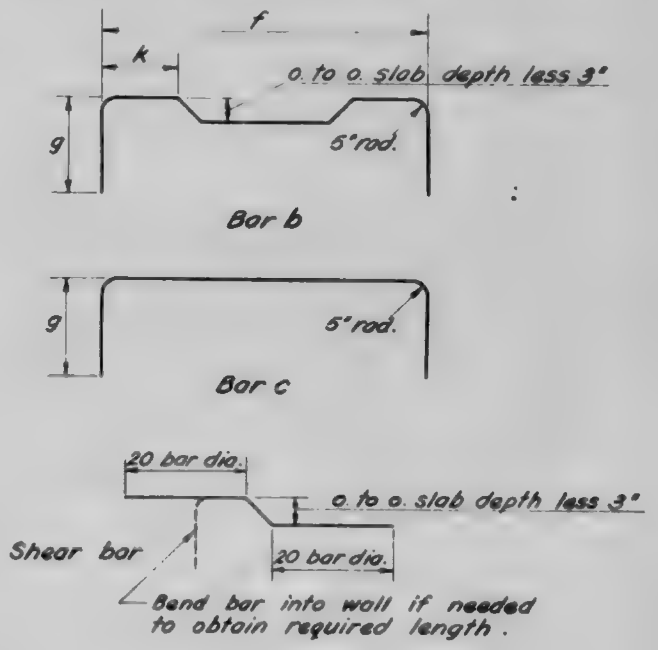
SIZE Ft		FILL Ft.	QUANTITY Per Lin Ft		DIMENSIONS				REINFORCING BARS																								
					Ft & Ins		Ins		a			b							c						b,c	d			Long	Shear			
														TOP		BOTT.					TOP		BOTT.										
WIDTH	HGT.		CONC C.Y.	STEEL Lbs	A	E	SLAB	WALL	SIZE	SPC.	LGTH.	SIZE	SPC.	LGT.	g	LGT.	g	k	SIZE	SPC.	LGT.	g	LGT.	g	f	SIZE	SPC.	LGTH.	NO.	SIZE	SPC.	NO.	LGTH.
10	8	0	962	171.25	11-2	9-4	8	7	5/8	5	10-11								5/8	8½	13-7	1-6	28-9	[illegible]-1	10-11	1/2	9	9-1	•57				
·	·	10	996	204.61	11-2	9-5	8½	7	3/4	12	10-11	3/4	12	14-4	1-8	29-4	9-2	2-1	5/8	12	13-7	1-6	28-11	9-2	10-11	1/2	6	9-2	•56				
·	·	20	1269	234.93	11-3	10-0	12	7½	1"	12	11-0	3/4	12	14-8	1-8	30-10	9-9	2-0	5/8	12	13-8	1-6	30-2	9-9	11-0	1/2	6	9-9	•54				
·	·	30	1404	292.75	11-4	10-3	13½	8	1"	11½	11-1	7/8	11½	15-4	1-11	31-6	10-0	1-10	5/8	11½	13-9	1-6	30-9	10-0	11-1	5/8	7½	10-0	•54	3/8	7	8	2-7
·	·	40	1.650	349.36	11-4	10-10	17	8	1"	11	11-1	7/8	11	15-7	1-11	32-11	10-7	1-10	5/8	11	13-9	1-6	31-11	10-7	11-1	5/8	7½	10-7	•54	1/2	6	8	3-4
·	·	50	1.718	376.87	11-5	10-11	17½	8½	1"	13	11-2	1"	13	16-0	2-1	33-2	10-8	1-10	5/8	13	13-10	1-6	32-2	10-8	11-2	5/8	7½	10-8	•54	1/2	6	8	3-5
·	·	60	1858	408.98	11-6	11-2	19	9	1"	10½	11-3	1"	10½	16-3	2-1	33-11	10-11	1-10	5/8	10½	13-11	1-6	32-9	10-11	11-3	5/8	7½	10-11	•54	1/2	6	8	3-7
10	10	0	1130	196.37	11-4	11-3	7½	8	3/8	5½	11-1								3/8	7	13-9	1-6	32-9	11-0	11-1	1/2	8	11-0	•61				
·	·	10	1.200	214.60	11-4	11-5	8½	8	3/4	14	11-1	5/8	14	14-2	1-6	33-6	11-2	2-4	7/8	14	14-7	1-11	33-1	11-2	11-1	1/2	9	11-2	•60				
·	·	20	1.340	276.56	11-4	11-9	10½	8	7/8	14	11-1	7/8	14	15-2	1-11	34-4	11-6	2-2	7/8	14	14-7	1-11	33-9	11-6	11-1	1/2	9	11-6	•60	3/8	7	4	2-3
·	·	30	1514	310.54	11-4	12-2	13	8	1"	12	11-1	3/4	12	14-10	1-8	35-4	11-11	2-0	7/8	12	14-7	1-11	34-7	11-11	11-1	1/2	9	11-11	•58	3/8	6	8	2-7
·	·	40	1.655	322.35	11-4	12-6	13	8	7/8	10	11-1	7/8	10	15-5	1-11	36-1	12-3	1-10	5/8	10	13-9	1-6	35-3	12-3	11-1	1/2	9	12-3	•58	1/2	10	8	3-1
·	·	50	1.759	354.75	11-4	12-9	16½	8	1"	11	11-1	1"	11	15-11	2-1	36-9	12-6	1-8	5/8	11	13-9	1-6	35-9	12-6	11-1	1/2	9	12-6	•58	1/2	5½	4	3-4
10	12	0	1.256	218.95	11-4	13-3	7½	8	3/8	6	11-1								5/8	6½	13-9	1-6	36-9	13-0	11-1	1/2	6½	13-0	•65				
·	·	10	1.361	240.22	11-4	13-6	9	8	1/2	11	11-1	1/2	11	13-8	1-3	37-8	13-3	2-2	7/8	11	14-7	1-11	37-3	13-3	11-1	1/2	7½	13-3	•64				
·	·	20	1.536	295.22	11-4	13-11	11½	8	5/8	10	11-1	5/8	10	14-4	1-6	38-8	13-8	2-0	7/8	10	14-7	1-11	38-1	13-9	11-1	1/2	7½	13-8	•64				
·	·	30	1.641	355.08	11-4	14-2	13	8	7/8	15	11-1	7/8	15	15-4	1-11	39-4	13-11	1-10	1"	15	14-11	2-1	38-7	13-11	11-1	1/2	7	13-11	•60	3/8	7½	8	2-7
·	·	40	1746	405.01	11-4	14-5	14½	8	3/4	10	11-1	7/8	10	15-5	1-11	39-11	14-2	1-8	7/8	10	14-7	1-11	39-1	14-2	11-1	1/2	6	14-2	•60	1/2	10	8	3-1
·	·	50	1.816	462.02	11-4	14-7	15½	8	1"	12	11-1	1"	12	15-10	2-1	40-4	14-4	1-6	1"	12	14-11	2-1	39-5	14-4	11-1	5/8	7	14-4	•60	1/2	6	4	3-2
12	8	0	1.119	208.38	13-4	9-4	8	8	3/4	7	13-1								3/8	7	15-9	1-6	30-11	9-1	13-1	1/2	9	9-1	•62				
·	·	10	1283	214.16	13-4	9-8	10	8	7/8	16	13-1	7/8	16	17-1	1-11	32-1	9-5	2-8	5/8	16	15-9	1-6	31-7	9-5	13-1	1/2	7	9-5	•60				
·	·	20	1571	292.72	13-4	10-3	13½	8	1"	16	13-1	1"	16	17-8	2-1	33-6	10-0	2-6	5/8	16	15-9	1-6	32-9	10-0	13-1	5/8	5½	10-0	•60				
·	·	30	1818	386.43	13-4	10-9	16½	8	1"	7½	13-1								3/4	6½	16-1	1-8	33-9	10-6	13-1	3/4	7	10-6	•56	3/8	7½	8	3-0
·	·	40	1983	446.17	13-4	11-1	18½	8	1"	6	13-1								3/4	6	16-1	1-8	34-5	10-10	13-1	3/4	6½	10-10	•56	3/8	6	8	3-2
·	·	50	2.270	477.00	13-4	11-8	22	8	1⅛"	7	13-1								7/8	9	16-7	1-11	35-7	11-5	13-1	3/4	6	11-5	•56	1/2	7	8	3-11
12	10	0	1.265	228.95	13-4	11-4	8	8	3/4	7½	13-1								3/4	9½	16-1	1-8	34-11	11-1	13-1	5/8	11	11-1	•66				
·	·	10	1428	244.91	13-4	11-8	10	8	7/8	18	13-1	7/8	18	17-1	1-11	[illegible]-1	11-5	2-7	7/8	18	16-7	1-11	35-7	11-5	13-1	1/2	8	11-5	•64				
12	12	0	1391	248.58	13-4	13-4	8	8	3/4	8	13-1								3/4	9	16-1	1-8	38-11	13-1	13-1	5/8	10	13-1	•70				
·	·	10	1.554	273.10	13-4	13-8	10	8	3/4	16	13-1	3/4	16	16-7	1-8	40-1	13-5	2-6	1"	16	16-11	2-1	39-7	13-5	13-1	1/2	9	13-5	64				
·	·	20	1761	375.38	13-4	14-1	12½	8	1"	16	13-1	7/8	16	17-3	1-11	41-1	14-10	2-4	1"	16	16-11	2-1	40-5	13-10	13-1	1/2	9	13-10	64	3/8	8	4	2-6
·	·	30	1.925	415.41	13-4	14-5	14½	8	1"	16	13-1	1"	16	17-9	2-1	41-11	14-2	2-2	1"	16	16-11	2-1	41-1	14-2	13-1	1/2	9	14-2	64	3/8	8	8	2-9
·	·	40	2.131	457.50	13-4	14-10	17	8	1"	12	13-1	1"	12	17-11	2-1	42-11	14-7	2-0	7/8	12	16-7	1-11	41-11	14-7	13-1	1/2	9	14-7	64	1/2	6	4	3-4
·	·	50	2.295	475.78	13-4	15-2	19	8	1"	12	13-1	1"	12	18-1	2-1	43-9	14-11	1-10	3/4	12	16-1	1-8	42-7	14-11	13-1	1/2	9	14-11	64	1/2	6	4	3-7


A
Bar a
Bar b
Bar c
Shear bars all four corners where required. Center first shear bar over inside wall face.
n
m
½"φ spacer bars at about 9" ctrs. bottom of top slab only, for culvert with 0 fill.
Bar d, straight
Optional location of wall construction joint.
½"φ spacer bars at abt. 18" centers, each face.
Construction joint
Continuous shear key
E
2" min.
Slab depth less 3".
Single shear bars all four corners where required. Center over inside wall face where there is no bar b.

TYPICAL SECTION


Equal spacing of shear bars. (Spacing equals slab depth less 3" where there is no bar b.)
Splice bar b, top, with bar b, bott., & bar c, top, with bar c, bottom.
Bars a & c alternate with bar b.
Bar b
Bar c
Bar d, straight
Bar a, straight

LONGIT. SECTION


f
k
o. to o. slab depth less 3"
g
5" rad.
Bar b
g
5" rad.
Bar c
20 bar dia.
o. to o. slab depth less 3"
Shear bar
20 bar dia.
Bend bar into wall if needed to obtain required length.

REINFORCING BARS

FILLETS

Note: Taper fillets to 0" at ends of barrel on bottom slab only. Taper 18" long.

Inside Box Height	m	n
3'-0"	0'-6"	1'-0"
4'-0"	0'-6"	1'-0"
5'-0"	0'-6"	1'-0"
6'-0"	0'-6"	1'-3"
7'-0"	0'-6"	1'-6"
8'-0"	0'-6"	1'-9"
9'-0"	0'-6"	2'-0"
10'-0"	0'-9"	2'-0"
11'-0"	0'-9"	2'-3"
12'-0"	0'-9"	2'-6"

GENERAL NOTES :

All concrete shall be class 'A' mix and shall attain a breaking strength of 3300 psi. at the end of 28 days.

All exposed corners shall have 3/4" bevel.

All reinforcing steel shall be intermediate grade, f_s - 20,000 psi., shall conform to ASTM Specifications A 305-49, and shall be placed 1½" clear from nearest face of concrete unless noted or shown otherwise.

Barrel shall be built with a downstream slope of not less than 1/8" per foot of length.

All materials and workmanship shall conform to the specifications for bridges of the OREGON STATE HIGHWAY COMMISSION.

Note: All bars are round unless shown otherwise.

Approved:

Bridge Engineer

umber of longit. bars and pounds of
teel under "Quanity" revised 16 Oct. 1953.

OREGON
STATE HIGHWAY COMMISSION

STANDARD BOX CULVERTS
7' x 4' TO 12' x 12'

JANUARY 23, 1951
CALC. BK. NO. 222

DRAWN BY E.H.S.
TRACED BY E.H.S.

SHEET 1 OF 1
DRAWING NO. 9796

SIZE		FILL	QUANTITY		ENSIONS				REIN[illegible]CING BARS																								
Ft.		Ft	Per Lin. Ft.		[illegible] Ins			Ins.	a			b							c						b,c	d			Long	Shear			
WIDTH	HGT.		CONC C.Y.	STEEL Lbs.	A	E	SLAB	WALL	SIZE	SPC	LGTH.	SIZE	SPC.	TOP LGT.	TOP g	BOTT. LGT.	BOTT. g	k	SIZE	SPC.	TOP LGT.	TOP g	BOTT. LGT.	BOTT. g	f	SIZE	SPC.	LGTH.	NO.	SIZE	SPC.	NO.	LGTH.
7	4	0	591	97.08	8-0	5-2	7	6	5/8	6	7-9	—	—	—	—	—	—	—	1/2	7	9-11	1-3	17-3	4-11	7-9	5/8	12	4-11	•35	—	—	—	—
·	·	10	.506	89.81	8-0	5-1	6½	6	5/8	14	7-9	1/2	14	10-2	1-3	17-4	4-10	1-8	5/8	14	10-5	1-6	17-1	4-10	7-9	1/2	6	4-10	34	—	—	—	—
·	·	20	.613	132.36	8-2	5-4	8	7	5/8	10	7-11	5/8	10	10-11	1-6	18-0	5-1	1-6	5/8	10	10-7	1-6	17-9	5-1	7-11	5/8	7	5-1	34	—	—	—	—
·	·	30	731	147.79	8-3	5-8	10	7½	3/4	14	8-0	7/8	14	12-0	1-11	19-0	5-5	1-4	1/2	14	10-2	1-3	18-6	5-5	8-0	5/8	6	5-5	34	3/8	7	8	2-2
·	·	40	826	161.84	8-4	5-11	11½	8	3/4	10	8-1	3/4	10	11-8	1-8	19-8	5-8	1-2	1/2	10	10-3	1-3	19-1	5-8	8-1	5/8	5½	5-8	34	3/8	10	4	2-4
·	·	50	.903	190.91	8-4	6-2	13	8	1"	12	8-1	3/4	12	11-10	1-8	20-3	5-11	1-0	5/8	12	10-9	1-6	19-7	5-11	8-1	5/8	5	5-11	34	1/2	6	4	2-11
7	7	0	685	108.70	8-0	8-3	7½	6	3/8	6	7-9	—	—	—	—	—	—	—	1/2	8	9-11	1-3	23-5	8-0	7-9	1/2	9	8-0	•43	—	—	—	—
·	·	10	636	118.12	8-0	8-1	6½	6	1/2	9	7-9	5/8	9	10-8	1-6	23-4	7-10	1-8	3/8	9	9-7	1-1	23-1	7-10	7-9	1/2	9	7-10	40	—	—	—	—
·	·	20	.761	140.57	8-2	8-4	8	7	1/2	12	7-11	3/4	12	11-3	1-8	24-1	8-1	1-7	5/8	12	10-7	1-6	23-9	8-1	7-11	1/2	9	8-1	40	—	—	—	—
·	·	30	.837	167.51	8-2	8-7	9½	7	3/4	13	7-11	3/4	13	11-5	1-8	24-8	8-4	1-6	3/4	13	10-11	1-8	24-3	8-4	7-11	1/2	9	8-4	40	3/8	15	8	2-2
·	·	40	913	173.13	8-2	8-10	11	7	3/4	10	7-11	3/4	10	11-6	1-8	25-3	8-7	1-5	1/2	10	10-1	1-3	24-9	8-7	7-11	1/2	9	8-7	40	3/8	10	8	2-4
·	·	50	988	199.37	8-2	9-1	12½	7	3/4	9	7-11	3/4	9	11-7	1-8	25-10	8-10	1-4	1/2	9	10-1	1-3	25-3	8-10	7-11	1/2	9	8-10	40	1/2	9	8	2-10
·	·	60	1040	222.24	8-2	9-3	13½	7	7/8	9	7-11	3/4	9	11-8	1-8	26-4	9-0	1-4	1/2	9	10-1	1-3	25-7	9-0	7-11	1/2	9	9-0	40	5/8	12	8	3-5
·	·	70	1145	247.55	8-4	9-5	14½	8	3/4	9	8-1	7/8	9	12-5	1-11	26-11	9-2	1-4	1/2	9	10-3	1-3	26-1	9-2	8-1	1/2	9	9-2	40	5/8	11	8	3-7
·	·	80	1.175	269.44	8-4	9-6	15	8	1"	11	8-1	7/8	11	12-5	1-11	27-1	9-3	1-3	3/4	11	11-1	1-8	26-3	9-3	8-1	1/2	9	9-3	40	5/8	12	8	3-7
·	·	90	1225	292.58	8-4	9-8	16	8	1"	10	8-1	7/8	10	12-6	1-11	27-6	9-5	1-2	3/4	10	11-1	1-8	26-7	9-5	8-1	1/2	9	9-5	40	5/8	12	8	3-9
·	·	100	1276	306.93	8-4	9-10	17	8	1"	9½	8-1	7/8	9½	12-7	1-11	27-11	9-7	1-1	3/4	9½	11-1	1-8	26-11	9-7	8-1	1/2	9	9-7	40	5/8	12	8	3-10
7	9	0	.815	128.33	8-2	10-2	7	7	5/8	6	7-11	—	—	—	—	—	—	—	1/2	6½	10-1	1-3	27-5	9-11	7-11	1/2	9	9-11	•47	—	—	—	—
·	·	10	.815	133.95	8-2	10-2	7	7	3/8	13	7-11	1/2	13	10-5	1-3	27-9	9-11	2-0	3/4	13	10-11	1-8	27-5	9-11	7-11	1/2	9	9-11	•50	—	—	—	—
·	·	20	.982	163.62	8-4	10-6	9	8	1/2	14	8-1	5/8	14	11-2	1-6	28-8	10-3	1-10	7/8	14	11-7	1-11	28-3	10-3	8-1	1/2	9	10-3	•46	—	—	—	—
·	·	30	1.033	194.53	8-4	10-8	10	8	3/8	11	8-1	3/4	11	11-7	1-8	29-0	10-5	1-8	3/4	11	11-1	1-8	28-7	10-5	8-1	1/2	9	10-5	•46	3/8	11	8	2-2
·	·	40	1085	219.47	8-4	10-10	11	8	1/2	10	8-1	3/4	10	11-8	1-8	29-5	10-7	1-6	3/4	10	11-1	1-8	28-11	10-7	8-1	1/2	8	10-7	•46	3/8	10	8	2-4
·	·	50	1.110	265.05	8-4	10-11	11½	8	5/8	9	8-1	3/4	9	11-8	1-8	29-8	10-8	1-4	3/4	9	11-1	1-8	29-1	10-8	8-1	5/8	9	10-8	•46	1/2	9	8	2-8
8	3	0	.568	101.53	9-0	4-3	7½	6	5/8	6	8-9	—	—	—	—	—	—	—	1/2	7	10-11	1-3	16-5	4-0	8-9	5/8	12	4-0	38	—	—	—	—
·	·	10	.563	102.84	9-2	4-2	7	7	3/4	15	8-11	5/8	15	11-11	1-6	16-9	3-11	1-10	5/8	15	11-7	1-6	16-5	3-11	8-11	1/2	5½	3-11	34	—	—	—	—
·	·	20	.705	138.23	9-4	4-6	9	8	3/4	15	9-1	7/8	15	13-0	1-11	17-8	4-3	1-8	5/8	15	11-9	1-6	17-3	4-3	9-1	5/8	5½	4-3	34	—	—	—	—
8	4	0	.602	107.24	9-0	5-3	7½	6	5/8	6	8-9	—	—	—	—	—	—	—	1/2	7	10-11	1-3	18-5	5-0	8-9	5/8	12	5-0	40	—	—	—	—
·	·	10	.606	110.43	9-2	5-2	7	7	3/4	15	8-11	5/8	15	11-11	1-6	18-9	4-11	1-10	5/8	15	11-7	1-6	18-5	4-11	8-11	1/2	5½	4-11	36	—	—	—	—
·	·	20	.753	149.06	9-4	5-6	9	8	3/4	15	9-1	7/8	15	13-0	1-11	19-8	5-3	1-8	5/8	15	11-9	1-6	19-3	5-3	9-1	5/8	5½	5-3	36	—	—	—	—
·	·	30	886	186.50	9-5	5-10	11	8½	3/4	12	9-2	7/8	12	13-3	1-11	20-6	5-7	1-6	1/2	12	11-4	1-3	20-0	5-7	9-2	3/4	6½	5-7	36	3/8	6	8	2-4
·	·	40	.993	216.52	9-6	6-1	12½	9	1"	12	9-3	3/4	12	12-9	1-8	21-2	5-10	1-4	3/4	12	12-3	1-8	20-7	5-10	9-3	3/4	6	5-10	36	3/8	6	4	2-6
·	·	50	1.100	235.22	9-7	6-4	14	9½	1"	12	9-4	3/4	12	12-11	1-8	22-0	6-1	1-2	3/4	12	12-4	1-8	21-2	6-1	9-4	3/4	6	6-1	36	3/8	6	4	2-8
8	5	0	639	115.38	9-0	6-3	7½	6	3/4	8	8-9	—	—	—	—	—	—	—	1/2	7	10-11	1-3	20-5	6-0	8-9	1/2	9	6-0	44	—	—	—	—
·	·	10	.611	121.89	9-0	6-2	7	6	5/8	13	8-9	5/8	13	11-9	1-6	20-7	5-11	1-8	5/8	13	11-5	1-6	20-3	5-11	8-9	5/8	9	5-11	40	—	—	—	—
·	·	15	.667	136.51	9-0	6-4	8	6	5/8	10	8-9	5/8	10	11-9	1-6	20-11	6-1	1-8	1/2	10	10-11	1-3	20-7	6-1	8-9	5/8	7	6-1	40	—	—	—	—
8	6	0	.715	119.38	9-0	7-4	8	6	5/8	5	8-9	—	—	—	—	—	—	—	1/2	8	10-11	1-3	22-7	7-1	8-9	1/2	9	7-1	44	—	—	—	—
·	·	10	.685	122.56	9-0	7-3	7½	6	5/8	11	8-9	5/8	11	11-9	1-6	22-8	7-0	1-8	1/2	11	10-11	1-3	22-5	7-0	8-9	1/2	9	7-0	40	—	—	—	—
·	·	15	.814	128.27	9-2	7-6	9	7	3/4	14	8-11	3/4	14	12-4	1-8	23-6	7-3	1-8	1/2	14	11-1	1-3	23-1	7-3	8-11	1/2	9	7-3	40	—	—	—	—
8	7	0	.731	126.59	9-0	8-3	7½	6	5/8	5½	8-9	—	—	—	—	—	—	—	1/2	7	10-11	1-3	24-5	8-0	8-9	1/2	9	8-0	48	—	—	—	—
8	8	0	.835	137.80	9-2	9-3	7½	7	5/8	5½	8-11	—	—	—	—	—	—	—	1/2	6½	11-1	1-3	26-7	9-0	8-11	1/2	9	9-0	52	—	—	—	—
·	·	10	.835	140.89	9-2	9-3	7½	7	1/2	10	8-11	1/2	10	11-5	1-3	26-11	9-0	1-10	5/8	10	11-7	1-6	26-7	9-0	8-11	1/2	9	9-0	48	—	—	—	—
·	·	20	.920	171.03	9-2	9-6	9	7	5/8	14	8-11	7/8	14	12-10	1-11	27-6	9-3	1-9	5/8	14	11-7	1-6	27-1	9-3	8-11	1/2	9	9-3	•50	—	—	—	—
·	·	30	.976	212.71	9-2	9-8	10	7	7/8	12	8-11	3/4	12	12-5	1-8	27-11	9-5	1-8	3/4	12	11-11	1-8	27-5	9-5	8-11	1/2	9	9-5	•50	3/8	12	8	2-2
·	·	40	1.118	229.83	9-2	10-1	12½	7	1"	14	8-11	7/8	14	13-1	1-11	28-10	9-10	1-7	3/4	14	11-11	1-8	28-3	9-10	8-11	1/2	9	9-10	•50	1/2	14	8	2-10
·	·	50	1174	243.18	9-2	10-3	13½	7	1"	12	8-11	7/8	12	13-2	1-11	29-4	10-0	1-6	5/8	12	11-7	1-6	28-7	10-0	8-11	1/2	9	10-0	•50	1/2	12	8	2-11
·	·	60	1.260	305.75	9-2	10-6	15	7	1"	14	8-11	1"	14	13-7	2-1	29-11	10-3	1-5	7/8	14	12-5	1-11	29-1	10-3	8-11	1/2	9	10-3	•50	5/8	12	8	3-7
·	·	70	1.378	329.79	9-3	10-9	16½	7½	1"	13	9-0	1"	13	13-10	2-1	30-8	10-6	1-4	7/8	13	12-6	1-11	29-8	10-6	9-0	1/2	9	10-6	•50	5/8	12	8	3-10
·	·	80	1.468	354.21	9-4	10-11	17½	8	1"	12	9-1	1"	12	13-11	2-1	31-1	10-8	1-3	7/8	12	12-7	1-11	30-1	10-8	9-1	1/2	9	10-8	•50	5/8	12	8	3-11
8	11	0	1071	178.45	9-4	12-2	7	8	5/8	6	9-1	—	—	—	—	—	—	—	5/8	7	11-9	1-6	32-7	11-11	9-1	1/2	9	11-11	60	—	—	—	—
·	·	10	1.129	189.04	9-4	12-4	8	8	1/2	11	9-1	—	—	—	—	—	—	—	3/4	7½	12-1	1-8	32-11	12-1	9-1	5/8	10	12-1	56	—	—	—	—
·	·	20	1244	240.89	9-4	12-[illegible]	10	8	5/8	10	9-1	—	—	—	—	—	—	—	3/4	5½	12-1	1-8	33-7	12-5	9-1	5/8	10	12-5	56	—	—	—	—
·	·	30	1.333	292.54	9-4	12-11	11½	8	5/8	6½	9-1	—	—	—	—	—	—	—	3/4	4½	12-1	1-8	34-1	12-8	9-1	5/8	9	12-8	56	—	—	—	—
·	·	40	1.417	338.01	9-4	13-2	13	8	5/8	5½	9-1	—	—	—	—	—	—	—	7/8	5½	12-7	1-11	34-7	12-11	9-1	5/8	8	12-11	56	3/8	11	8	2-7
·	·	50	1.475	382.37	9-4	13-4	14	8	3/4	6½	9-1	—	—	—	—	—	—	—	7/8	5	12-7	1-11	34-11	13-1	9-1	5/8	7	13-1	56	1/2	13	8	3-0
9	5	0	.685	130.82	10-0	6-3	7½	6	5/8	5½	9-9	—	—	—	—	—	—	—	1/2	6	11-11	1-3	21-5	6-0	9-9	5/8	12	6-0	44	—	—	—	—
·	·	10	724	149.63	10-2	6-3	7½	7	3/4	14	9-11	5/8	14	12-11	1-6	21-10	6-0	2-4	3/4	14	12-11	1-8	21-7	6-0	9-11	1/2	5	6-0	•44	—	—	—	—
·	·	20	.922	195.73	10-4	6-8	10	8	1"	16	10-1	3/4	16	13-7	1-8	23-1	6-5	2-2	7/8	16	13-7	1-11	22-7	6-5	10-1	5/8	5½	6-5	•44	—	—	—	—
·	·	30	1.093	240.83	10-6	7-0	12	9	1"	14	10-3	7/8	14	14-5	1-11	24-1	6-9	2-0	3/4	14	13-3	1-8	23-5	6-9	10-3	3/4	6½	6-9	•44	3/8	7	8	2-5
·	·	40	1.245	270.11	10-7	7-4	14	9½	1"	12	10-4	3/4	12	14-2	1-8	25-0	7-1	1-10	3/4	12	13-4	1-8	24-2	7-1	10-4	3/4	6½	7-1	•44	3/8	6	8	2-8
·	·	50	1.375	291.14	10-7	7-8	16	9½	1"	10	10-4	5/8	10	13-11	1-6	25-9	7-5	1-8	3/4	10	13-4	1-8	24-10	7-5	10-4	3/4	6	7-5	•44	1/2	10	8	2-3
9	9	0	.965	148.97	10-2	10-4	8	7	3/4	8	9-11	—	—	—	—	—	—	—	1/2	6½	12-1	1-3	29-9	10-1	9-11	1/2	9	10-1	52	—	—	—	—
·	·	10	.933	160.46	10-2	10-3	7½	7	3/4	13	9-11	5/8	13	12-11	1-6	29-10	10-0	1-10	5/8	13	12-7	1-6	29-7	10-0	9-11	1/2	9	10-0	•50	—	—	—	—
·	·	20	1.125	214.15	10-4	10-7	9½	8	3/4	12	10-1	3/4	12	13-7	1-8	30-10	10-4	1-9	3/4	12	13-1	1-8	30-5	10-4	10-1	1/2	9	10-4	•50	—	—	—	—
·	·	30	1.284	247.38	10-4	11-0	12	8	7/8	10	10-1	5/8	10	13-5	1-6	31-11	10-9	1-8	3/4	10	13-1	1-8	31-3	10-9	10-1	1/2	9	10-9	•50	3/8	10	8	2-5
·	·	40	1.380	278.14	10-4	11-3	13½	8	1"	11	10-1	3/4	11	13-10	1-8	32-6	11-0	1-7	3/4	11	13-1	1-8	31-9	11-0	10-1	1/2	9	11-0	•50	1/2	11	8	2-11
·	·	50	1.508	303.77	10-4	11-7	15½	8	1"	11	10-1	7/8	11	14-6	1-11	33-4	11-4	1-6	5/8	11	12-9	1-6	32-5	11-4	10-1	1/2	9	11-4	•50	•3/8	11	8	3-8
10	5	0	.785	137.94	11-1	6-4	8	6½	5/8	5	10-10	—	—	—	—	—	—	—	1/2	7	13-0	1-3	22-8	6-1	10-10	1/2	10	6-1	•49	—	—	—	—
10	6	0	.834	141.45	11-1	7-4	8	6½	5/8	5	10-10	—	—	—	—	—	—	—	1/2	7	13-0	1-3	24-8	7-1	10-10	1/2	10	7-1	•49	—	—	—	—
·	·	10	.891	149.46	11-2	7-5	8½	7	3/4	14	10-11	3/4	14	14-4	1-8	25-4	7-2	2-2	1/2	14	13-1	1-3	24-11	7-2	10-11	1/2	6	7-2	•44	—	—	—	—
·	·	20	1122	213.78	11-3	7-11	11½	7½	1"	15	11-0	7/8	15	15-1	1-11	26-7	7-8	2-0	5/8	15	13-8	1-6	26-0	7-8	11-0	5/8	6	7-8	•44	—	—	—	—
·	·	30	1322	260.16	11-4	8-4	14	8	1"	14	11-1	7/8	14	15-5	1-11	27-9	8-1	1-10	5/8	14	13-9	1-6	26-11	8-1	11-1	5/8	5	8-1	•44	3/8	7	8	2-8
·	·	40	1.488	318.10	11-5	8-8	16	8½	1"	7	11-2	—	—	—	—	—	—	—	3/4	7	14-2	1-8	27-8	8-5	11-2	3/4	7	8-5	•44	3/8	7	4	2-11
·	·	50	1.630	349.72	11-5	9-0	18	8½	1"	6½	11-2	—	—	—	—	—	—	—	3/4	6½	14-2	1-8	28-4	8-9	11-2	3/4	7	8-9	•44	1/2	6½	4	3-6
10	7	0	.945	155.92	11-2	8-5	8½	7	3/4	12	10-11	5/8	12	14-0	1-6	27-4	8-2	2-2	1/2	12	13-1	1-3	26-11	8-2	10-11	1/2	9	8-2	•58	—	—	—	—
·	·	10	.945	171.55	11-2	8-5	8½	7	5/8	11	10-11	3/4	11	14-4	1-8	27-4	8-2	2-1	1/2	11	13-1	1-3	26-11	8-2	10-11	1/2	9	8-2	•52	—	—	—	—

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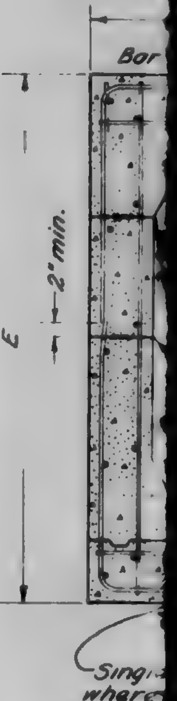

GENERAL
All concre
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Note : Al

• Number of longit.
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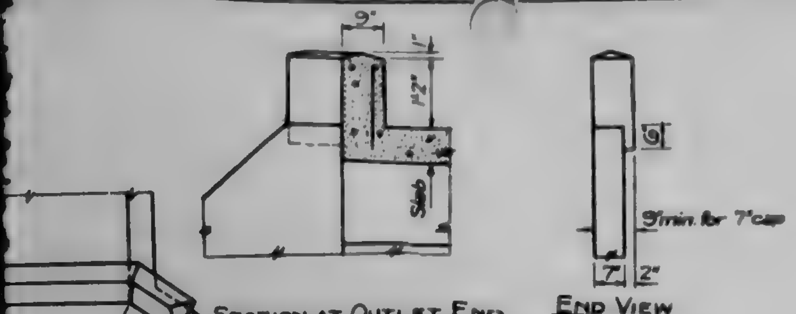
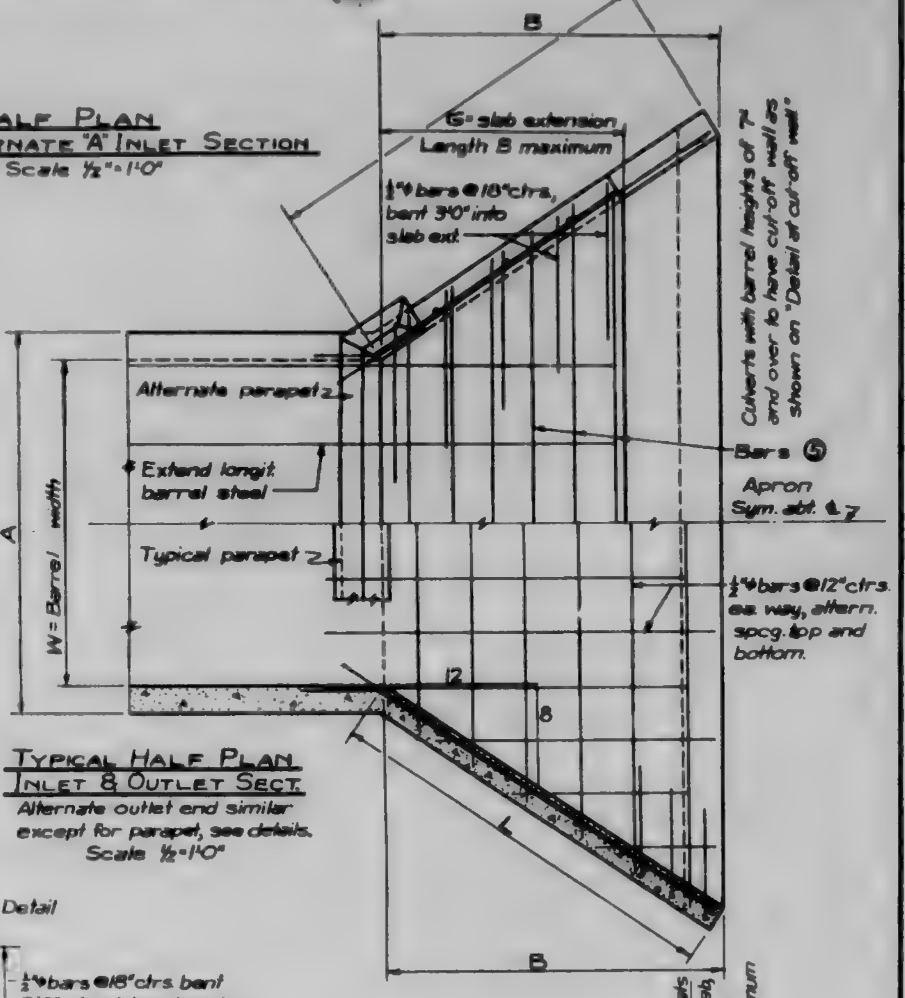


SECTION AT OUTLET END
Inlet and similar except for slab extension.

END VIEW

PLAN

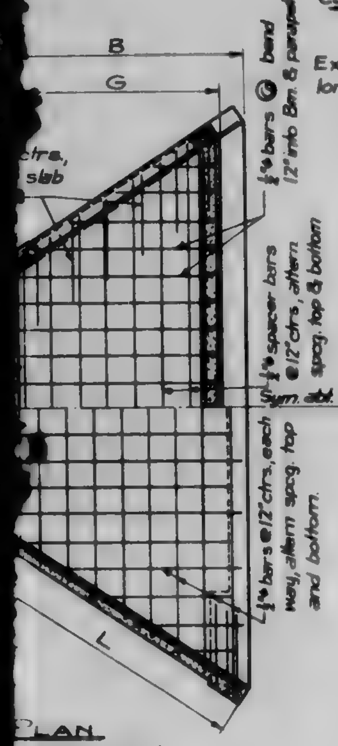
ALTERNATE PARAPET DETAILS
Scale ½"=1'-0"


B
G= slab extension
Length B maximum
½"ϕ bars @18"ctrs. bent 3'0" into slab ext.
Culverts with barrel heights of 7' and over to have cut-off wall as shown on "Detail at cut-off wall"
Alternate parapet
Extend longit. barrel steel
Bars ⑤
Apron
Sym. abt. ℄
Typical parapet
A
W = Barrel width
½"ϕ bars @12"ctrs. ea. way, altern. spcg. top and bottom.
12
8
L
B

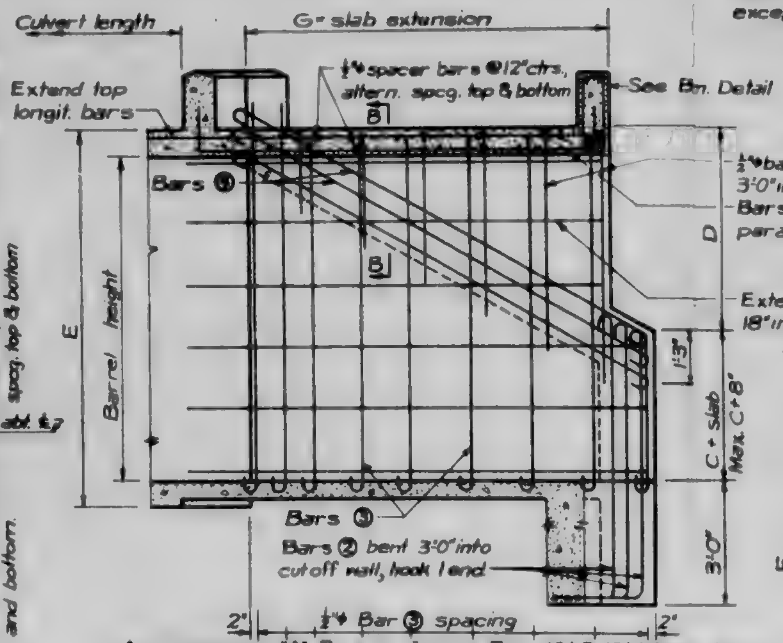
HALF PLAN
ALTERNATE "A" INLET SECTION
Scale ½"=1'-0"

TYPICAL HALF PLAN
INLET & OUTLET SECT.
Alternate outlet end similar except for parapet, see details.
Scale ½"=1'-0"

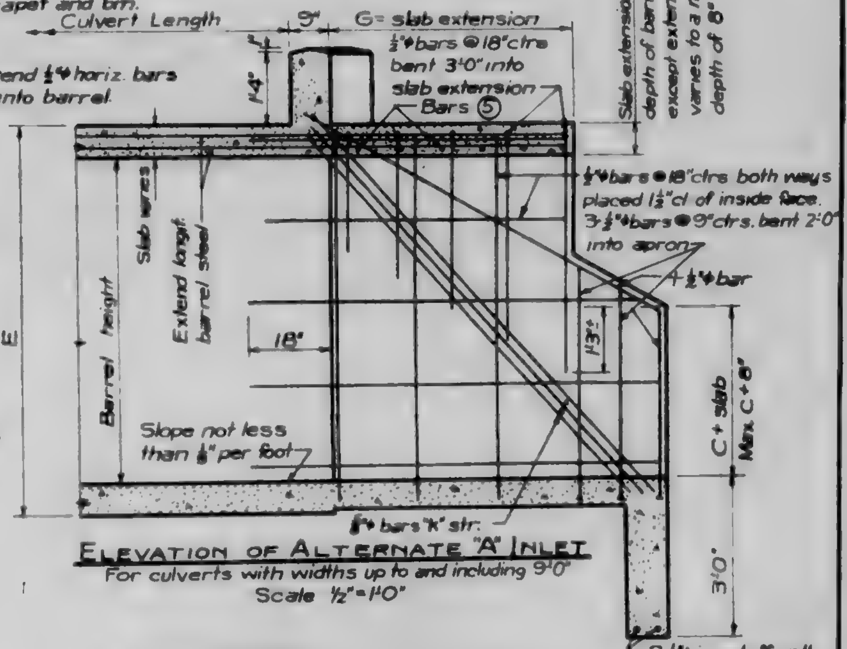
Length W	Length G	Barrel height	Reinforcing Bars	
			Bars ⑤ transv.	Bars ⑥ longit.
4'-0"	3'-0"	For barrel heights, see Standard Dwgs. No. 9795 and 9796.	½"ϕ @ 16" ctrs.	—
5'-0"	3'-9"		½"ϕ @ 9" ctrs.	—
5'-6"	4'-1½"		⅝"ϕ @ 9" ctrs	—
6'-0"	4'-6"		⅝"ϕ @ 9" ctrs.	—
7'-0"	5'-3"		⅝"ϕ @ 6" ctrs	—
8'-0"	6'-0"		⅞"ϕ @ 12" ctrs.	—
9'-0"	6'-9"		1"ϕ @ 10" ctrs.	—
10'-0"	7'-6"		—	½"ϕ @ 17" ctrs.
12'-0"	9'-0"		—	½"ϕ @ 12" ctrs.
—	—		—	—


B
G
½"ϕ bars ⑥ bend 12" into Bm. & parapet
ctrs.
slab
½"ϕ spacer bars @12"ctrs., altern. spcg. top & bottom
Sym. abt. ℄
½"ϕ bars @12"ctrs. each way, altern. spcg. top and bottom.
L

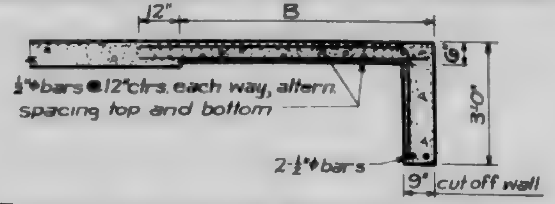
PLAN
2' wide culverts
Scale ¼"=1'-0"


Culvert length
G= slab extension
Extend top longit. bars
½"ϕ spacer bars @12"ctrs., altern. spcg. top & bottom
See Bm. Detail
B
Bars ⑤
B
½"ϕ bars @18"ctrs. bent 3'0" into slab extension.
Bars ⑥ bent 12" into parapet and bm.
D
E
Barrel height
Extend ½"ϕ horiz. bars 18" into barrel.
1'3"
C + slab
Max. C+8"
Bars ③
Bars ② bent 3'0" into cutoff wall, hook 1 end.
3'0"
2"
½"ϕ Bar ③ spacing
2"

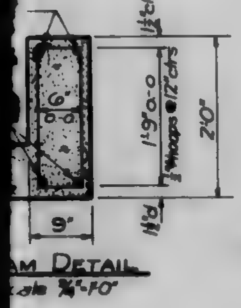
ALTERNATE "A" ELEV. - INLET FOR 10' & 12' WIDE CULV.


Slab extension equals depth of barrel slab, except extension varies to a maximum depth of 8"
Culvert Length
9"
G= slab extension
½"ϕ bars @18"ctrs bent 3'0" into slab extension
Bars ⑤
1'4"
½"ϕ bars @18"ctrs both ways placed 1½"cl of inside face.
3-½"ϕ bars @9"ctrs. bent 2'0" into apron
1-½"ϕ bar
Slab varies
Extend longit. barrel steel
E
Barrel height
18"
1'3"
C + slab
Max. C+8"
Slope not less than ⅛" per foot
⅝"ϕ bars "K" str.
3'0"
2-½"ϕ in cutoff wall

ELEVATION OF ALTERNATE "A" INLET
For culverts with widths up to and including 9'0"
Scale ½"=1'0"

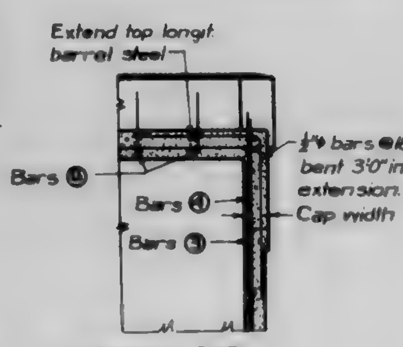


TYPICAL SECTION THRU APRON & CUT-OFF WALL
Scale ⅜"=1'-0"



BEAM DETAIL
Scale ¾"=1'-0"

barrel	Bars ④
	2- ⅝"ϕ
	3- ⅝"ϕ
	2- ¾"ϕ
	3- ¾"ϕ
	3- ¾"ϕ
@18	4- ¾"ϕ


Extend top longit. barrel steel
Bars ⑤
½"ϕ bars @18"ctrs bent 3'0" into slab extension.
Bars ④
Bars ③
Cap width

SECTION B-B
Scale ⅜"=1'-0"

WING WALL MATERIALS				
TYPICAL			ALTERNATE "A"	
Size	Reinf. Steel	Concrete	Reinf Steel	Concrete
3x3	163#	1.9 cu.yd.	—	—
4x4	226#	2.6 " "	273#	3.09 cu.yd.
5x5	314#	3.6 " "	385#	4.37 " "
6x6	380#	4.5 " "	502#	5.67 " "
7x7	480#	6.2 " "	675#	7.93 " "
8x8	646#	8.0 " "	939#	10.38 " "
9x9	754#	9.5 " "	1324#	12.51 " "
10x10	963#	11.5 " "	1671#	15.66 " "
11x11	1133#	14.2 " "	—	—
12x12	1366#	16.4 "	2146#	22.48 " "

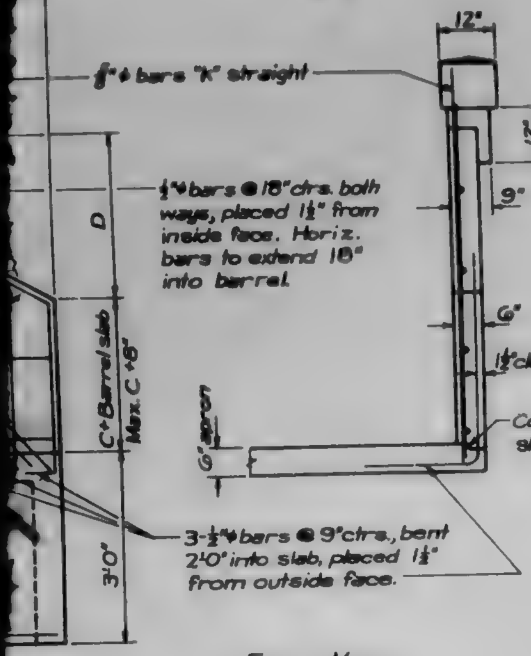
Quantities include 2 wings, apron, parapet and 9" barrel section under parapet; based on single barrel culverts at 0 fill.

GENERAL NOTES:
All concrete shall be class "A", fc=3300 p.s.i
All reinforcing steel shall be intermediate grade deformed bars, fs=20,000 p.s.i., and shall be placed 1½"clear of nearest face of concrete unless shown or noted otherwise. Bar splices shall be 20 diameters.
Pour culvert walls and wingwalls monolithic.
All reinforcing steel to conform to ASTM specifications A305-49.
Construct typical wingwalls and parapet unless otherwise specified.

APPROVED:
BRIDGE ENGINEER

OREGON
STATE HIGHWAY COMMISSION
STANDARD CULVERT
WINGS
—ALL SIZES—

SCALE NOTED
MARCH 19, 1954
DRAWN BY W.D.S.
SHEET 1 OF 1
DWG. NO. 11363

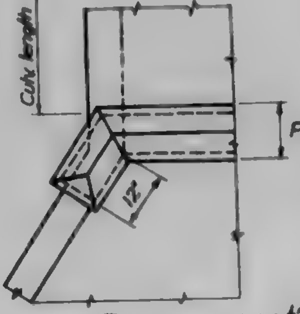

⅝"φ bars "K" straight
12"
12"
9"
½"φ bars @ 18" ctrs. both ways, placed 1½" from inside face. Horiz. bars to extend 18" into barrel.
D
6"
1½" clear
C+Barrel slab Max. C+8"
6" apron
Continuous 2"x4" shear key.
3-½"φ bars @ 9" ctrs., bent 2'0" into slab, placed 1½" from outside face.
3'0"

END VIEW

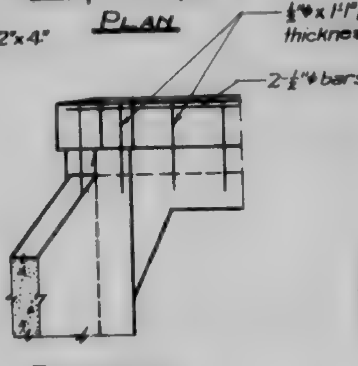
3'0" TO 6'0" HIGH CULVERTS

lar except for parapet
2" = 1'0"

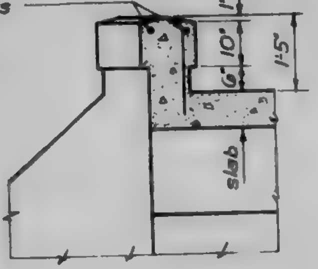
B	Length C Ft. & Ins.	Length D Ft & Ins	Bars "K" Nº
	1' 4"	1' 8"	2
6"	1' 10"	2' 2"	2
7/8"	2' 0"	3' 0"	3
7/8"	2' 5"	3' 7"	3



PLAN



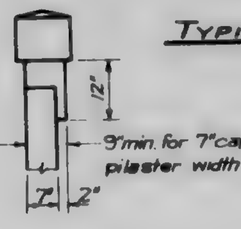
ELEVATION

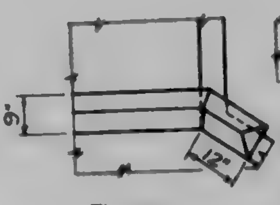


SECTION

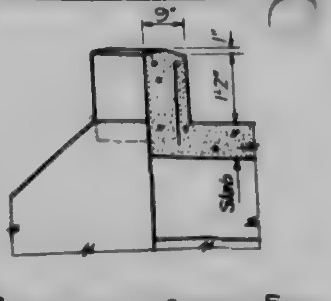
TYPICAL PARAPET DETAILS

Scale ½" = 1'0"



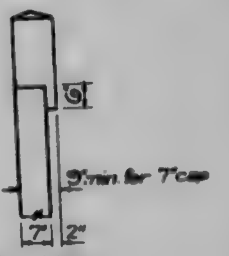


PLAN



SECTION AT OUTLET END

Inlet end similar except for slab extension.

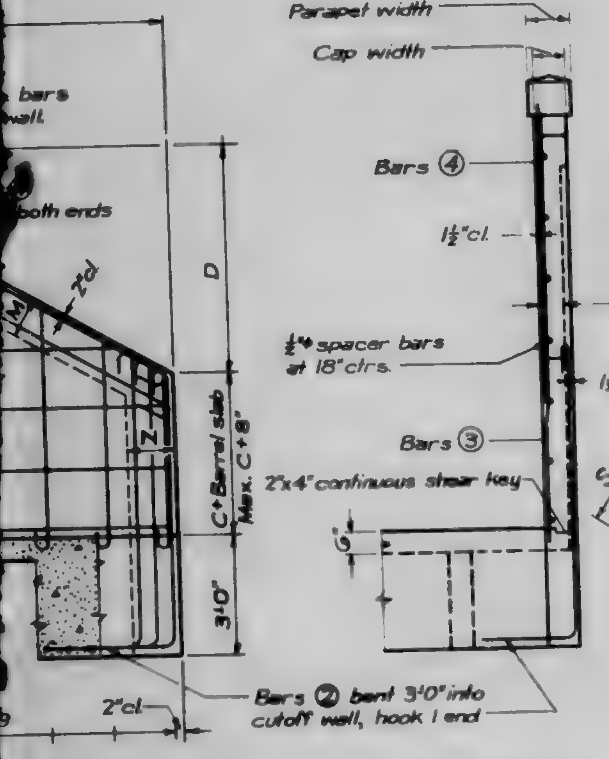


END VIEW

ALTERNATE PARAPET DETAILS

Scale ½" = 1'0"

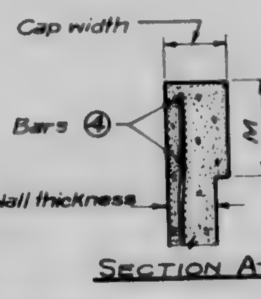
Length W	Length G	Barrel height	Reinforcing Bars	
			Bars ⑤ transv.	Bars ⑥ long
4'0"	3'0"	For barrel heights, see Standard Dwgs. No. 9795 and 9796.	½"φ @ 16" ctrs.	—
5'0"	3'9"		½"φ @ 9" ctrs.	—
5'6"	4'1½"		⅝"φ @ 9" ctrs.	—
6'0"	4'6"		¾"φ @ 9" ctrs.	—
7'0"	5'3"		¾"φ @ 6" ctrs.	—
8'0"	6'0"		⅞"φ @ 12" ctrs.	—
9'0"	6'9"		1"φ @ 10" ctrs.	—
10'0"	7'6"		—	¾"φ @ 17" ctrs
12'0"	9'0"		—	¾"φ @ 12" ctrs
—	—		—	—



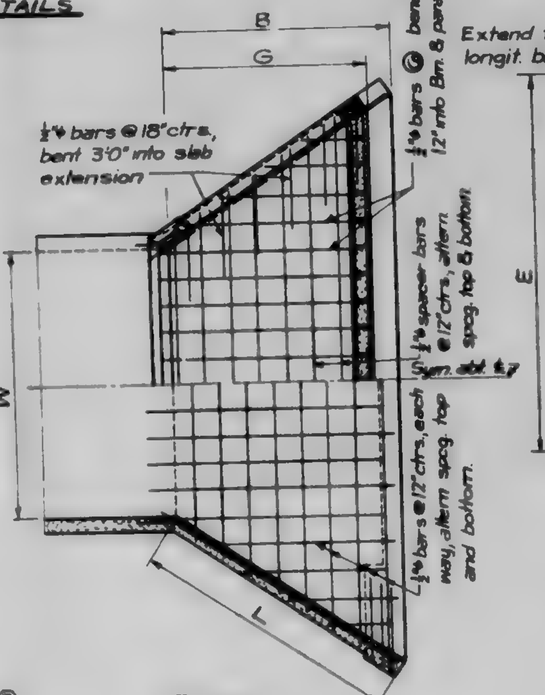
END VIEW

7'-0" TO 12'-0" HIGH CULVERTS

similar except for parapet
Scale ⅜" = 1'0"

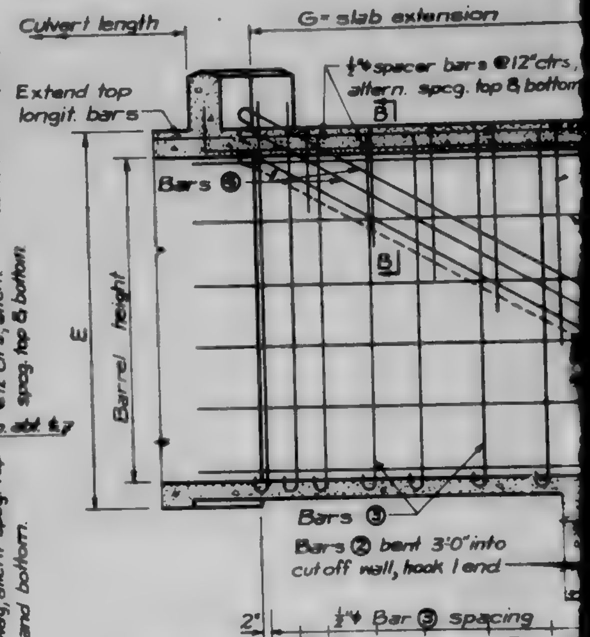


SECTION A-A

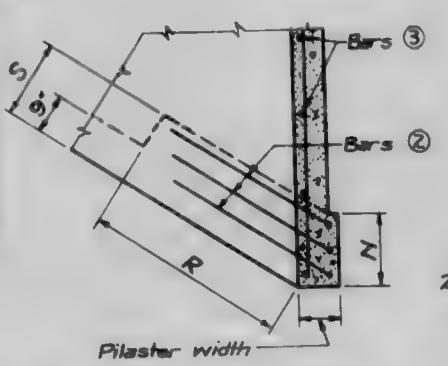

B
G
½"φ bars @ 18" ctrs., bent 3'0" into slab extension
½"φ bars ⑥ bend 12" into Bm. & parapet
½"φ spacer bars @ 12" ctrs., altern. spcg. top & bottom
Sym. abt. ℄
W
½"φ bars @ 12" ctrs., each way, altern. spcg. top and bottom.
L

PLAN

10' and 12' wide culverts
Scale ¼" = 1'0"

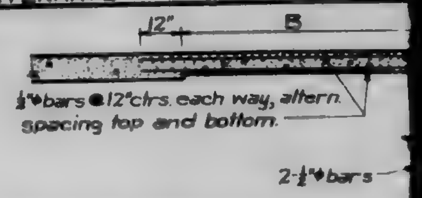


ALTERNATE "A" ELEV. ~ INLET FOR 1



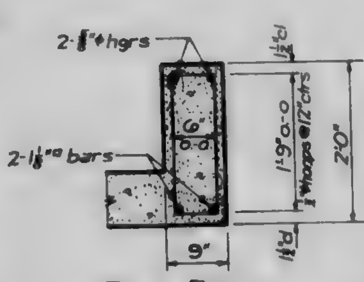
DETAIL AT CUTOFF WALL

For culverts with barrel heights of 7'0" and over only.


12"
B
½"φ bars @ 12" ctrs. each way, altern. spacing top and bottom.
2-½"φ bars

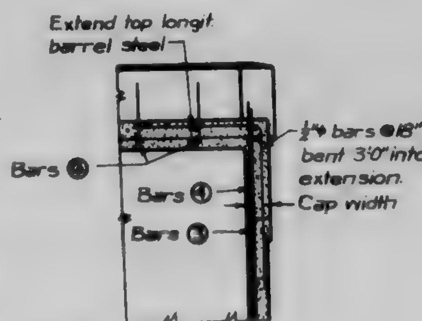
TYPICAL SECTION THRU APRON & C

Scale ⅜" = 1'0"



BEAM DETAIL

Scale ¾" = 1'0"


Extend top longit. barrel steel
½"φ bars @ 18" ctrs bent 3'0" into slab extension.
Bars ⑥
Bars ④
Cap width
Bars ③

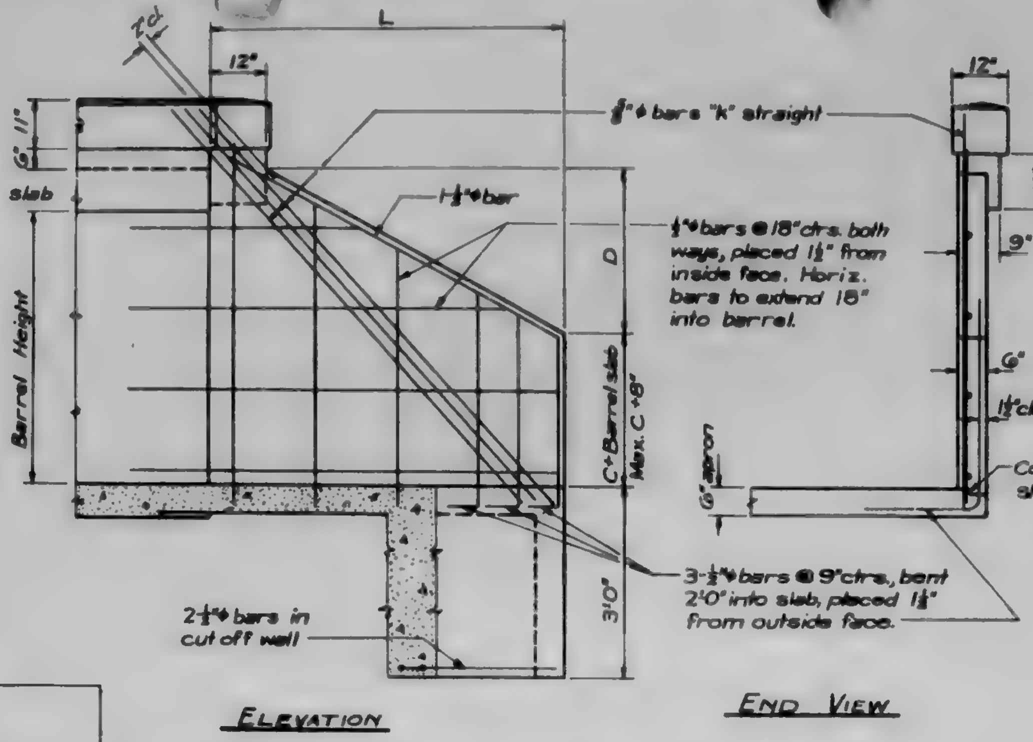
SECTION B-B

Scale ⅜" = 1'0"

WING W	
TYPICA	
Size	Reinf. St
3x3	163 #
4x4	226 #
5x5	314 #
6x6	380 #
7x7	480 #
8x8	646 #
9x9	754 #
10x10	963 #
11x11	1133 #
12x12	1366 #

Quantities in
and 9" barre
on single bar

h "D" ins.	Wall Thickness	Cap M	Pilaster N	Cap & Pilaster Width	Parapet Width	Cut-off Wall R	Cut-off Wall S	Reinforcing Bars: Bars ②	Reinforcing Bars: ½"φ Bars ③ spacing from end of barrel	Reinforcing Bars: Bars ④
2	7"	0-9	0-10	7"	12"	3-3	1-0	2-⅝"φ	2"; 2@13; 4@18	2-⅝"φ
0	7"	1-4	1-4	7"	12"	3-7	1-5	3-⅝"φ	2"; 2@8; 2@14; 4@18	3-⅝"φ
7	7"	1-0	1-2	9"	12"	3-5	1-4	3-⅝"φ	2"; 4@8; 2@12; 4@18	2-¾"φ
2	7"	1-6	1-6	9"	12"	3-6	1-9	3-¾"φ	2"; 4@7; 2@11; 5@18	3-¾"φ
8	8"	1-2	1-2	12"	15"	3-2	1-5	3-¾"φ	2"; 6@6; 4@11, 4@18	3-¾"φ
3	8"	1-7	1-6	12"	15"	3-4½	1-8	3-⅞"φ	2"; 2@4, 4@6; 3@8; 3@12; 4@18	4-¾"φ


L
12"
2d
11"
6"
slab
1½"φ bar
Barrel Height
D
C+Barrel slab Max. C+8"
3'0"
2-½"φ bars in cut off wall
⅝"φ bars "K" straight
12"
½"φ bars @ 18" ctrs. both ways, placed 1½" from inside face. Horiz. bars to extend 18" into barrel.
12"
9"
6"
1½" clear
6" apron
Continuous 2"x4" shear key.
3-½"φ bars @ 9" ctrs., bent 2'0" into slab, placed 1½" from outside face.

ELEVATION

END VIEW

TYPICAL WING WALL FOR 3'0" TO 6'0" HIGH CULVERTS

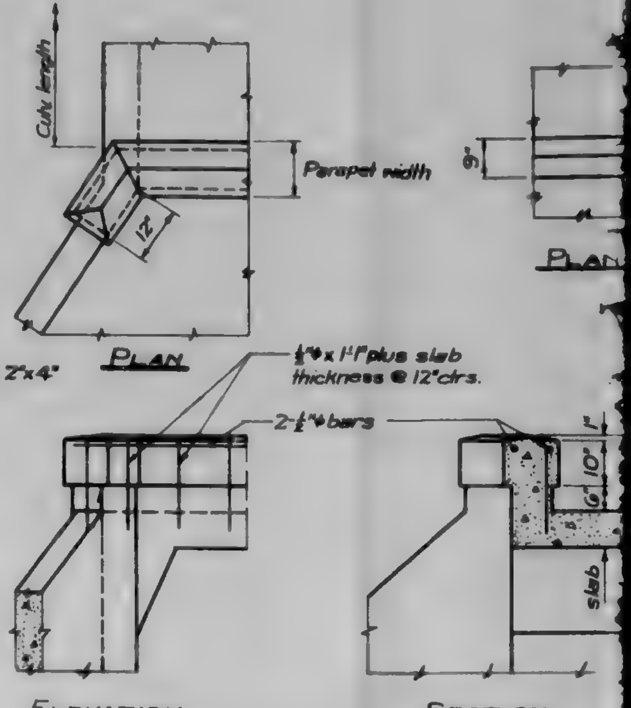
Alternate "A" outlet end similar except for parapet

Scale ½"=1'0"

Barrel Hgt. Ft. & Ins.	Length "L" Ft. & Ins.	Length B Ft. & Ins.	Length C Ft. & Ins.	Length D Ft. & Ins	Bars "k" Nº
3' 0"	4' 0"	3' 3 15/16"	1' 4"	1' 8"	2
4' 0"	5' 0"	4' 1 15/16"	1' 10"	2' 2"	2
5' 0"	6' 6"	5' 4 7/8"	2' 0"	3' 0"	3
6' 0"	7' 6"	6' 2 7/8"	2' 5"	3' 7"	3

NOTE

THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE ¾"=1'-0"
SHOULD BE READ ⅜"=1'-0".
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"



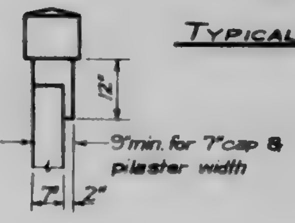
PLAN

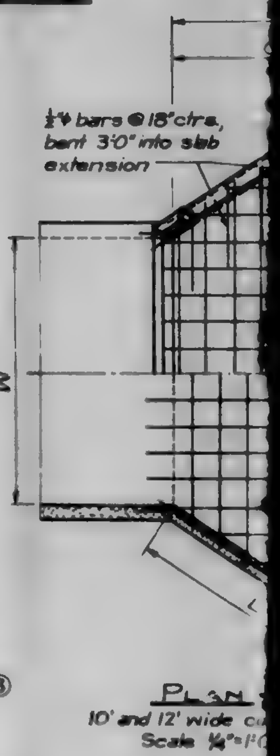
ELEVATION

SECTION

TYPICAL PARAPET DETAILS

Scale ½"=1'0"

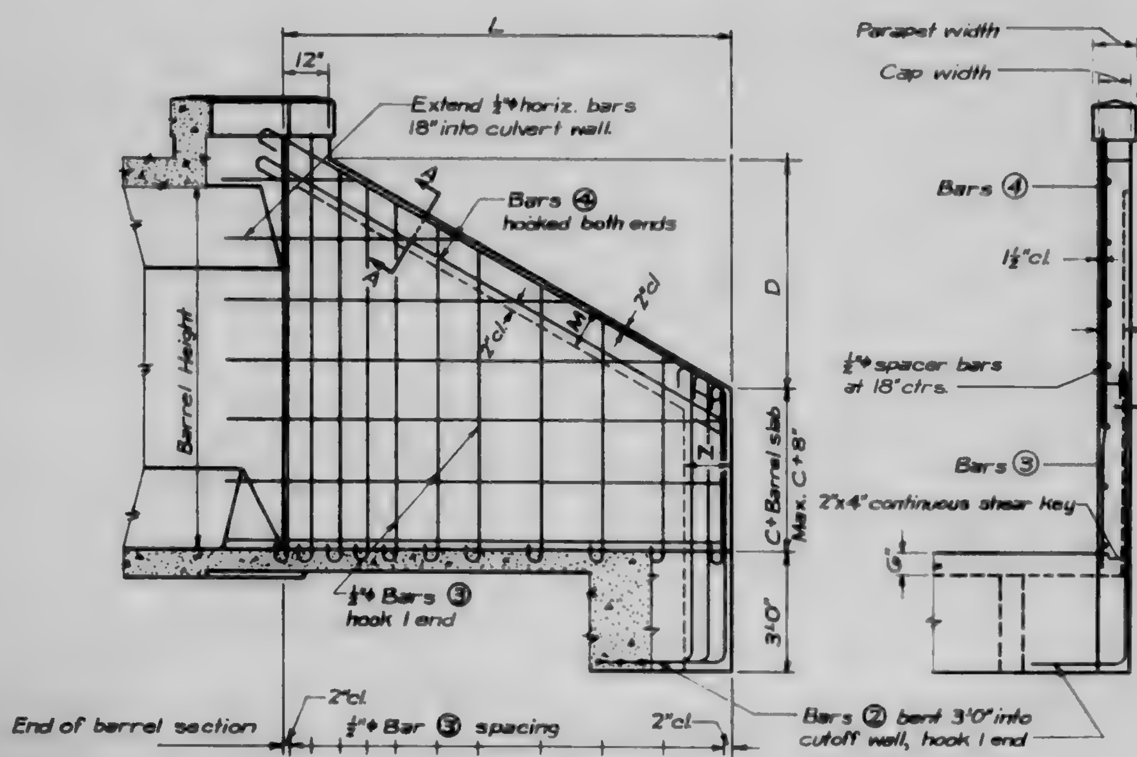




PLAN

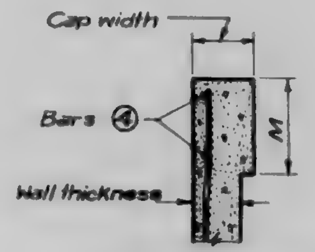
10' and 12' wide cu

Scale ¼"=1'0"

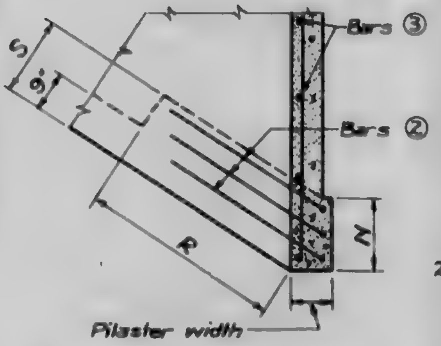


ELEVATION

END VIEW

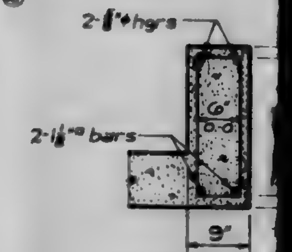


SECTION A-A



DETAIL AT CUTOFF WALL

For culverts with barrel heights of 7'0" and over only.



BEAM DETA

Scale ¾"=1'0"

TYPICAL WING WALL FOR 7'-0" TO 12'-0" HIGH CULVERTS

Alternate "A" outlet end similar except for parapet

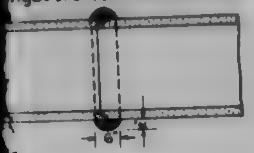
Scale ⅜"=1'0"

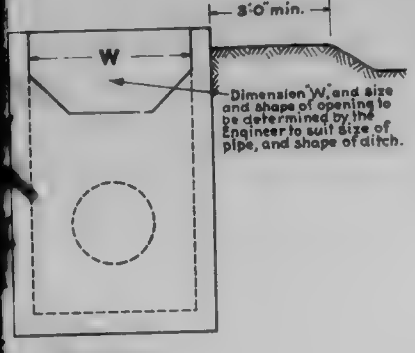
Barrel Hgt Ft. & Ins.	Length "L" Ft. & Ins.	Length "B" Ft. & Ins.	Length "C" Ft. & Ins.	Length "D" Ft. & Ins.	Wall Thickness	Cap M	Pilaster N	Cap & Pilaster Width	Parapet Width	Cut-off Wall R	Cut-off Wall S	Reinforcing Bars: Bars ②	Reinforcing Bars: ½"φ Bars ③ spacing from end of barrel
7'-0"	8'-6"	7-0 ⅞	2'-10"	4-2	7"	0-8	0-10	7"	12"	3-3	1-0	2-⅝"φ	2", 2@13 ; 4@18
8'-0"	10'-0"	8-3 15/16	3'-0"	5-0	7"	1-4	1-4	7"	12"	3-7	1-5	3-⅝"φ	2"; 2@8 ; 2@14; 4@18
9'-0"	11'-0"	9-1 15/16	3'-5"	5-7	7"	1-0	1-2	9"	12"	3-5	1-4	3-⅝"φ	2"; 4@8 ; 2@12; 4@18
10'-0"	12'-0"	9-11 15/16	3'-10"	6-2	7"	1-6	1-6	9"	12"	3-6	1-9	3-¾"φ	2"; 4@7; 2@11 ; 5@18
11'-0"	13'-0"	10-9 ¾	4'-4"	6-8	8"	1-2	1-2	12"	15"	3-2	1-5	3-¾"φ	2"; 6@6; 4@11; 4@18
12'-0"	14'-0"	11-7 ¾	4'-9"	7-3	8"	1-7	1-6	12"	15"	3-4½	1-8	3-⅞"φ	2"; 2@4, 4@6; 3@8; 3@12; 4@18

DATE	REVISIONS and/or ADDITIONS	
Sept. 1949		Sight Posts
Sept. 1953		Metal Sight Posts
Mar. 1954	Metal Sight Posts	
April 1954		Elliptical Inlet
Oct. 1954	Metal Sight Posts	

metal pipe is used, the seams and
shall be close riveted, and soldered;
all be made watertight by placing
ed burlap under the coupling bands.
pipe is used, joints shall be made
mortar collars constructed as
etail below.

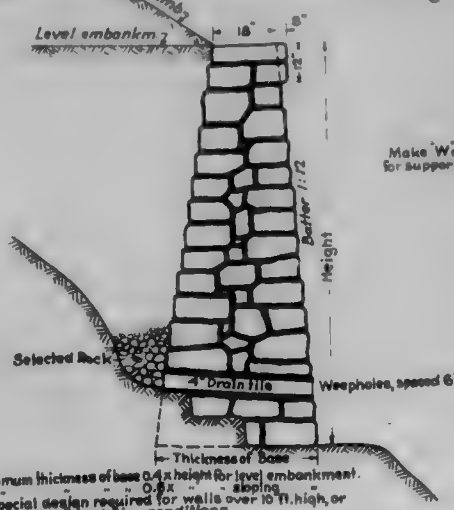
CEMENT MORTAR COLLAR
ngue & Groove Concrete Pipe



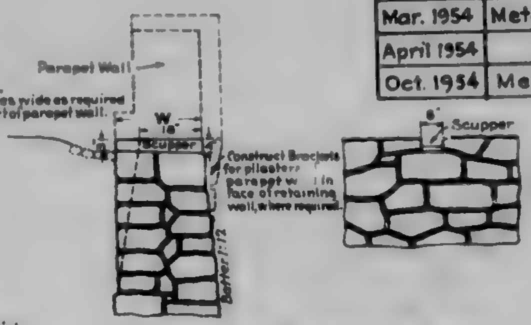

3'-0" min.
W
Dimension "W", and size and shape of opening to be determined by the Engineer to suit size of pipe, and shape of ditch.

END VIEW

CEMENT RUBBLE MASONRY RETAINING WALL
Scale ⅛" = 1 ft.



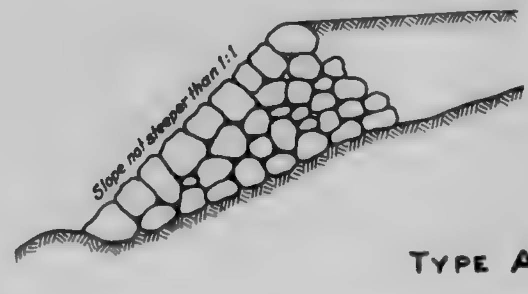
Minimum thickness of base 0.4 x height for level embankment.
" " " " 0.6x " " sloping "
Special design required for walls over 10 ft. high, or for unusual foundation conditions.


Parapet Wall
Make "W" as wide as required for support of parapet wall.
W
18"
Scupper
Construct Brackets for pilasters parapet w in face of retaining wall, where required.
Batter 1:12
6"
Scupper

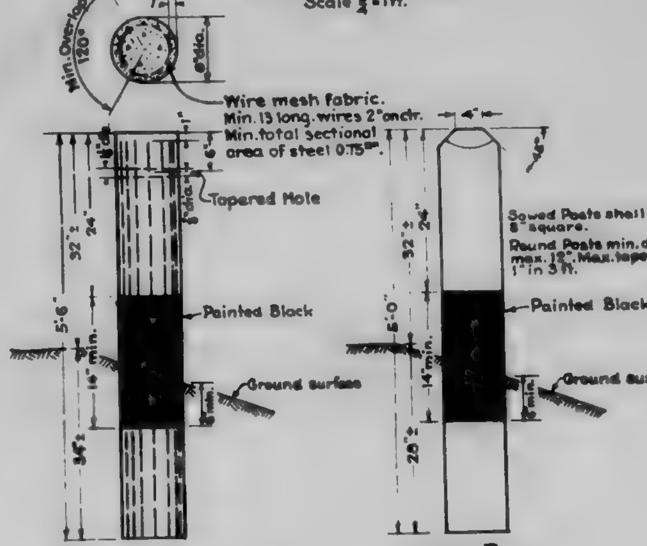
Where parapet wall is to be constructed on top of retaining wall, Scuppers as shown shall be built into retaining wall, spaced about 30' c. to c. Coping to be omitted.

DETAIL of TOP of RETAINING WALL
On which Parapet Wall is to be constructed

HAND PLACED ROCK SLOPE
No Scale



SIGHT POSTS
Scale ¾" = 1 ft.

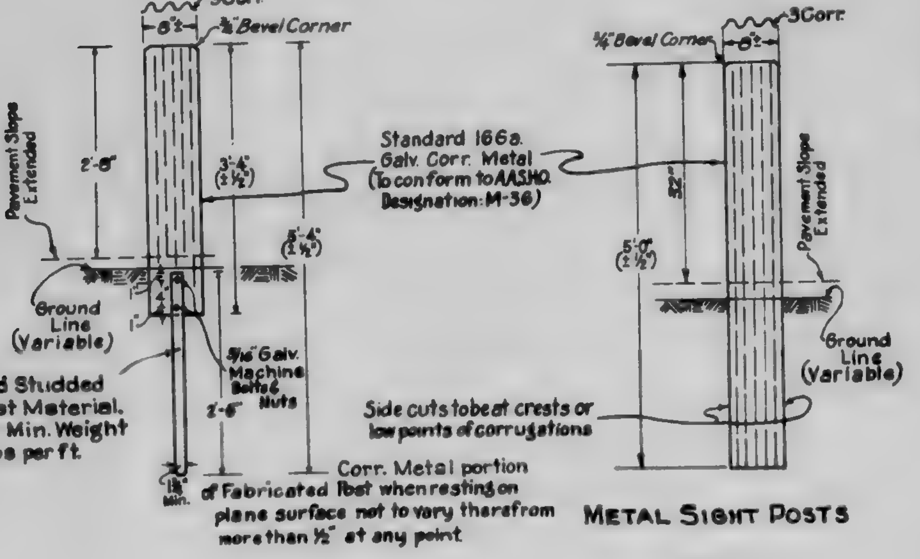

Min. Overlap 120°
6" dia.
Wire mesh fabric.
Min. 13 long. wires 2" on ctr.
Min. total sectional area of steel 0.15 sq".
Tapered Hole
32" ±
24"
5'-6"
Painted Black
16" min.
Ground surface
34" ±
4"
Sawed Posts shall be 5" square.
Round Posts min. diam. 7", max. 12". Max. taper 1" in 3 ft.
32" ±
24"
5'-0"
Painted Black
14" min.
Ground surface
28" ±

CONCRETE POST
Adopted Sept. 1949.

WOOD POST

TYPE B

TYPE A

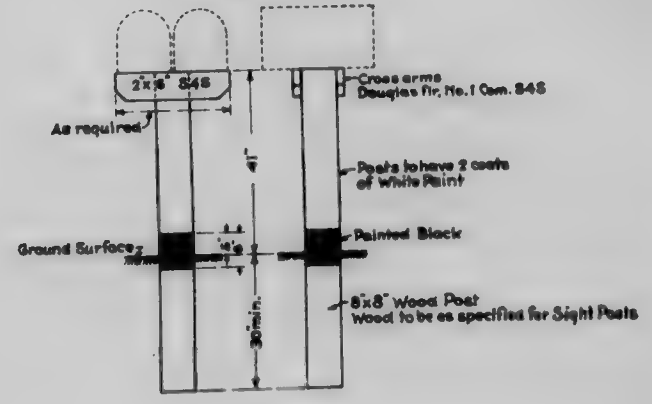

3 Corr.
8" ±
⅜" Bevel Corner
Pavement Slope Extended
2'-8"
3'-4" (± ½")
5'-4" (± ½")
Ground Line (Variable)
5/16" Galv. Machine Bolts & Nuts
"U" Shaped Studded Fence Post Material. Painted. Min. Weight 1.33 lbs per ft.
2'-6"
1⅜" Min.
Standard 16 Ga. Galv. Corr. Metal (To conform to AASHO Designation: M-36)
¾" Bevel Corner
8" ±
3 Corr.
32"
5'-0" (± ½")
Pavement Slope Extended
Ground Line (Variable)
Side cuts to be at crests or low points of corrugations

Corr. Metal portion of Fabricated Post when resting on plane surface not to vary therefrom more than ½" at any point

METAL SIGHT POSTS

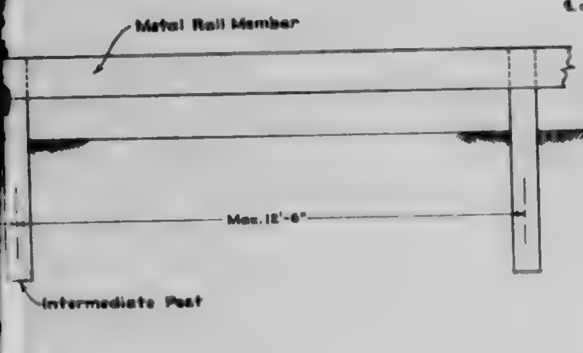
Scale ⅜" = 1 ft

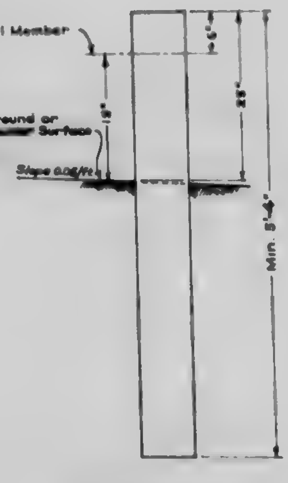
MAIL BOX POST
Scale ½" = 1 ft.


2"x6" S4S
As required
41"
Cross arms Douglas fir, No. 1 Com. S4S
Posts to have 2 coats of White Paint
Ground Surface
Painted Black
30" min.
8"x8" Wood Post
Wood to be as specified for Sight Posts

ction.

PIPE
GUARD RAIL
No Scale





POST INSTALLATION

on see
al Provisions.

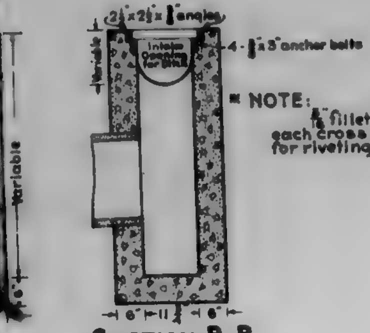
OREGON STATE HIGHWAY DEPARTMENT
Details of
MISCELLANEOUS STRUCTURES
FOR INTERURBAN PROJECTS
Scales: As Shown Aug., 1940
Revised: Oct. 1940.

DRG. No. 2051

ATCH BASIN

·1ft.

NOTE:
* Catch Basin shown is for location in ditch.
Grating: ½" x 2" W.I. bars, 2" c. to c., riveted to ½" x 2" W.I. side bars through ½" x ½" holes.
Overall dimensions of Grating 15½" x 36"
Inside " " Frame 16" x 36½"
~~For catch [illegible] in streets or not requiring [illegible] grating as shown for catch inlet.~~
D = 6" for catch basin connected to culvert
D = 12" " C.B. connected to sewer, on paved street.
D = 24" " " " " " unpaved "
or partly paved street, or other unpaved area.
(D = 24" on all streets in City of Portland)



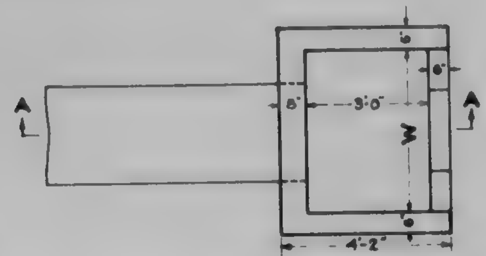
* NOTE:
¼" fillet welds, on each side of each cross bar, may be substituted for riveting to side bars.

SECTION B-B

NOTE
All Concrete to be Class A"

SIPHON

Scale ⅜" = 1ft.

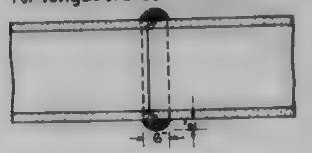


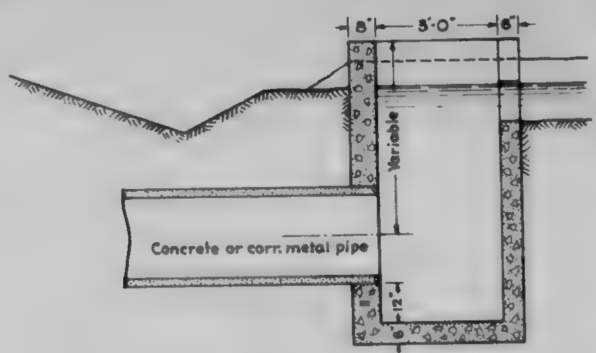
PLAN

NOTE:
If corrugated metal pipe is used, the seams and factory joints shall be close riveted and soldered; field joints shall be made watertight by placing asphalt treated burlap under the coupling bands.
If concrete pipe is used, joints shall be made watertight by mortar collars constructed as shown on detail below.

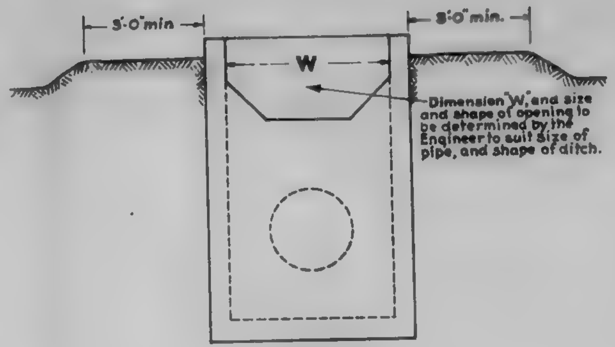
DETAIL of CEMENT MORTAR COLLAR

For Tongue & Groove Concrete Pipe





SECTION A-A



3'-0" min
3'-0" min.
W
Dimension "W", and size and shape of opening to be determined by the Engineer to suit size of pipe, and shape of ditch.

END VIEW

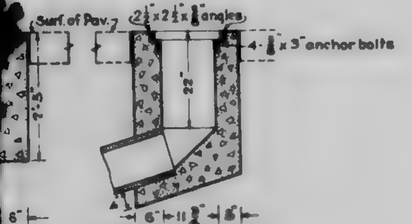
Minimum thickness of base 0.4
" " " " 0.6
Special design required f
for unusual foundation co

HAND PL

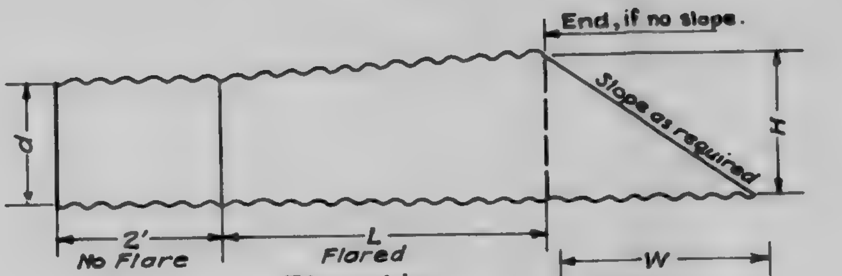
CATCH INLET

ale ½" = 1ft.

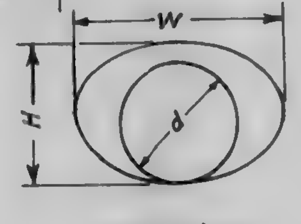
NOTE:
* Grating: ½" x 2" W.I. bars, 2" c. to c., riveted to ½" x 2" W.I. side bars through ½" x ½" holes.
Overall dimensions of Grating 15½" x 32"
Inside " " Frame 16" x 32½"



SECTION B-B



Elevation



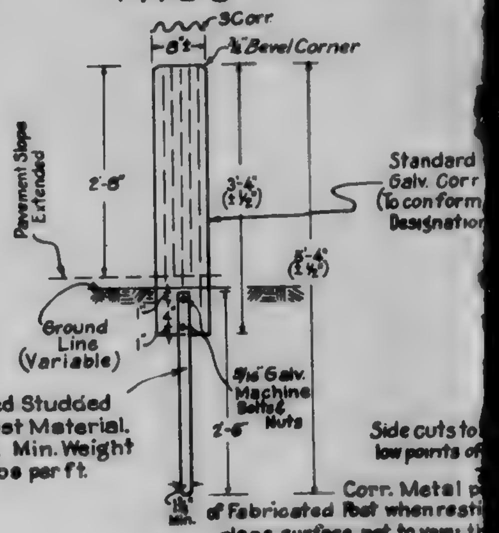
End View

FLARE TABLE				
Pipe Dia. d	W	H	L	Gage
15"	27"	18"	4'	16
18"	31"	21"	4'	16
24"	43"	27"	4'	14
30"	50"	32"	4'	14
36"	55"	40"	4'	12
42"	62"	47"	6'	12
48"	71"	54	6'	12
54"	76"	61"	6'	12
60"	85"	68"	6'	10

NOTES
Use standard band for connection.
Dimensions W and L subject to manufacturing tolerances.

DETAIL of ELLIPTICAL INLET for CORR. METAL PIPE

TYPE B



Standard
Galv. Corr
(To conform
Designation

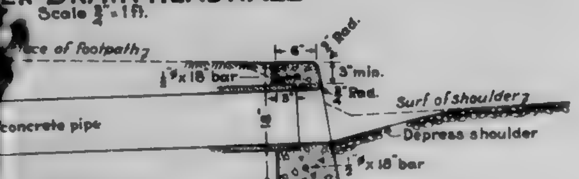
"U" Shaped Studded Fence Post Material. Painted. Min. Weight 1.33 lbs per ft.

Side cuts to
low points of

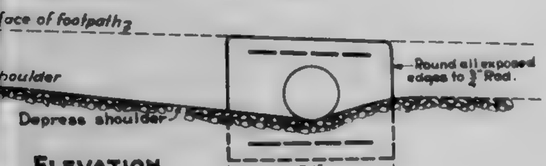
Corr. Metal p
of Fabricated Post when resti
plane surface not to vary th
more than ½" at any point.

ER DRAIN HEADWALL

Scale ¾" = 1ft.



SECTION



ELEVATION

UGATED METAL PIPE STRUTTING

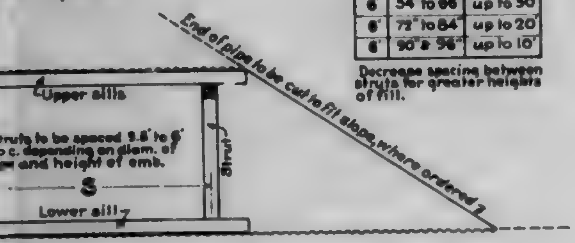
Pipes 42" or over in Diam.
No Scale

is more than 50'
" " " 20'
tted regardless

STRUT SPACING

S	Dia. of Pipe	Ht. of Fill
6'	48"	20' to 30'
6'	54" to 66"	up to 30'
6'	72" to 84"	up to 20'
6'	90" & 96"	up to 10'

Decrease spacing between struts for greater heights of fill.

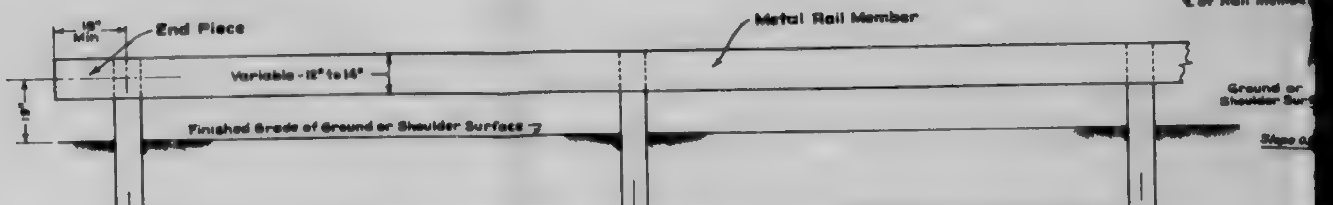


Upper sills
End of pipe to be cut to fit slope, where ordered
Struts to be spaced 5.5' to 6' c. to c. depending on diam. of pipe and height of emb.
Strut
S
Lower sill

LONGITUDINAL SECTION

METAL GUARD RAIL

No Scale

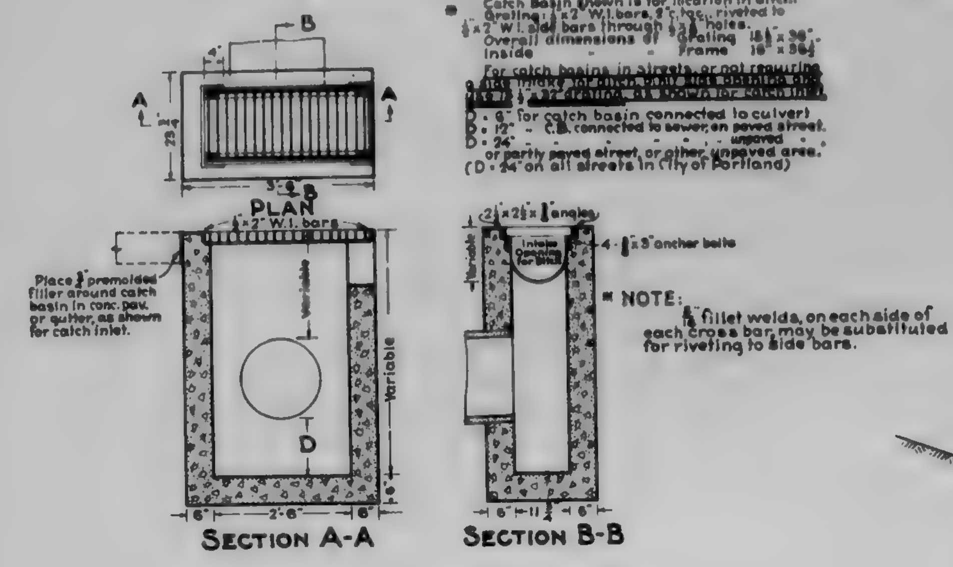


NOTE:
For details of Materials and Erection see Standard Specifications and Special Provisions.

CON[illegible]TE CATCH BASIN

Scale ½" = 1 ft.

NOTE
All Concrete to be "Class A"



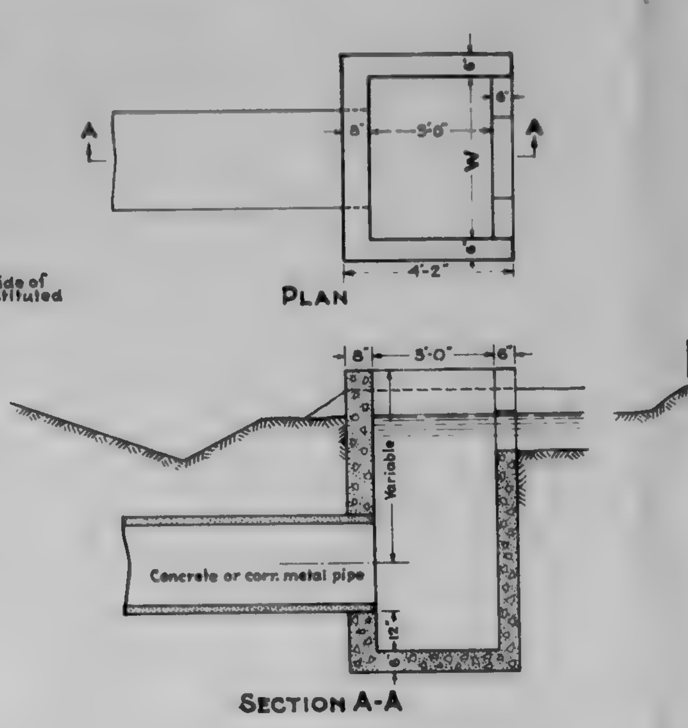
NOTE:
* Catch Basin shown is for location in ditch.
Grating: ½"x2" W.I. bars, 2" c. to c., riveted to ½"x2" W.I. side bars through ⅜"x⅜" holes.
Overall dimensions of Grating 15½" x 36"
Inside " " Frame 16" x 36¼"
For catch basins in streets, or not requiring [illegible]
D = 6" for catch basin connected to culvert
D = 12" " C.B. connected to sewer, on paved street.
D = 24" " " " " " unpaved "
or partly paved street, or other unpaved area.
(D = 24" on all streets in City of Portland)

* NOTE:
⅜" fillet welds, on each side of each cross bar, may be substituted for riveting to side bars.

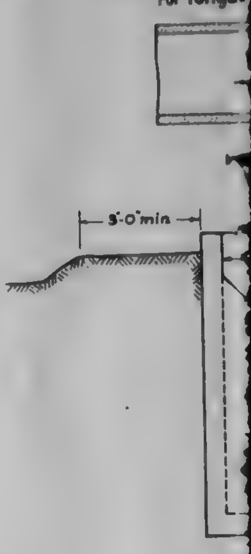
SIPHON

Scale ⅜" = 1 ft.

NOTE:
If corrugated m[illegible]
factory joints sh[illegible]
field joints shall
asphalt treated
If concrete pi[illegible]
watertight by m[illegible]
shown on deta[illegible]

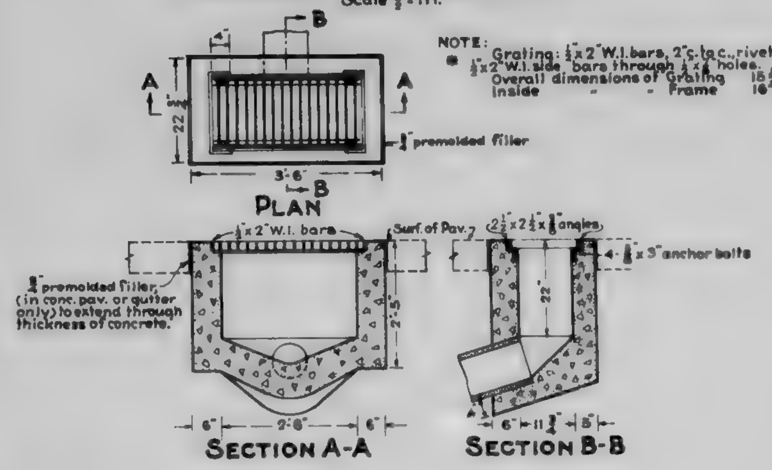


DETAIL of C
For Tongue

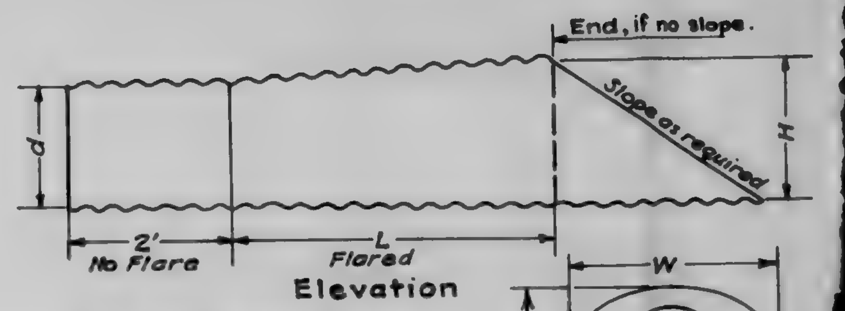


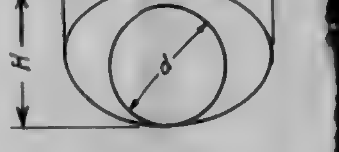
CONCRETE CATCH INLET

Scale ½" = 1 ft.



NOTE:
* Grating: ½"x2" W.I. bars, 2" c. to c., riveted to ½"x2" W.I. side bars through ⅜"x⅜" holes.
Overall dimensions of Grating 15½" x 32"
Inside " " Frame 16" x 32½"





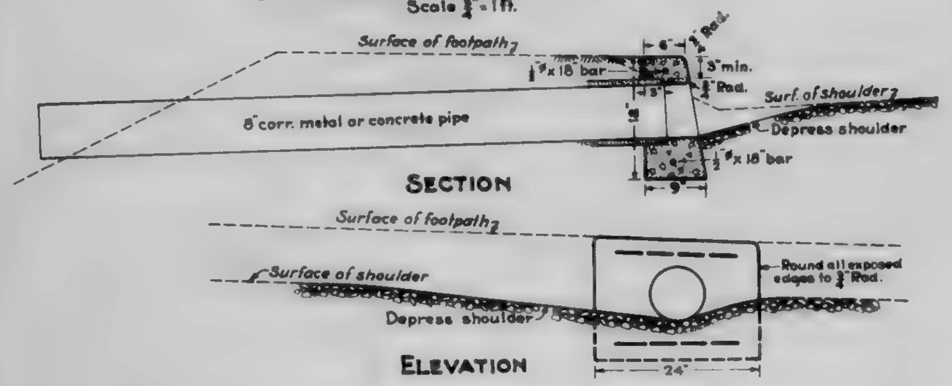
FLARE TABLE				
Pipe Dia. d	W	H	L	Gage
15"	27"	18"	4'	16
18"	31"	21"	4'	16
24"	43"	27"	4'	14
30"	50"	32"	4'	14
36"	55"	40"	4'	12
42"	62"	47"	6'	12
48"	71"	54	6'	12
54"	76"	61"	6'	12
60"	85"	68"	6'	10

NOTES
Use standard band for connection
Dimensions W and L subject to manufacturing tolerances.

DETAIL of ELLIPTICAL INLET for CORR. METAL PI

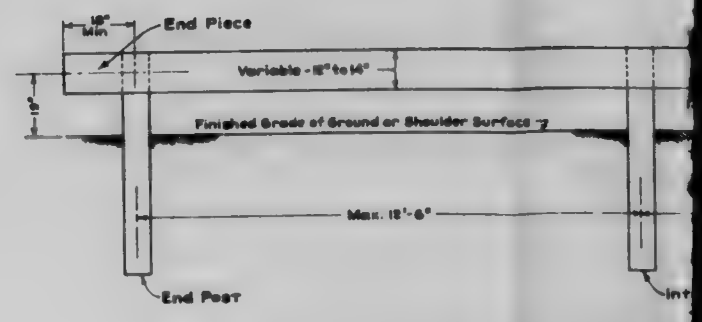
SHOULDER DRAIN HEADWALL

Scale ¾" = 1 ft.



METAL GUA

No Sca



NOTE:
For details of Materials and Erection se
Standard Specifications and Special Pr

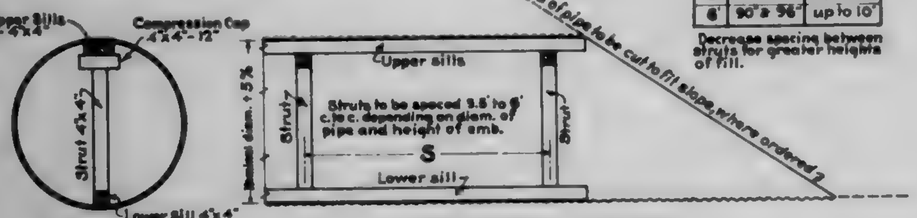
DESIGN for CORRUGATED METAL PIPE STRUTTING

For Pipes 42" or over in Diam.
No Scale

NOTE:
42" pipe shall be strutted if emb. over pipe is more than 30'
48" " " " " " " " " " " 20'
54" pipe and larger sizes shall be strutted regardless of height of embankment.

STRUT SPACING		
S	Dia. of Pipe	Ht. of Fill
6'	48"	20' to 30'
6'	54" to 66"	up to 30'
6'	72" to 84"	up to 20'
6'	90" & 96"	up to 10'

Decrease spacing between struts for greater heights of fill.


Upper Sills 2 - 4"x4"
Compression Cap 4"x4" - 12"
Strut 4"x4"
Lower Sill 4"x4"
END VIEW
End of pipe to be cut to fit slope where ordered
Upper sills
Nominal diam. + 5%
Strut
Struts to be spaced 3.5' to 6' c. to c. depending on diam. of pipe and height of emb.
S
Lower sill
LONGITUDINAL SECTION

UI-323(8) 42nd Ave. Ramp Sec. 1954

#4331

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 20, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4331	11-Final	Lord Bros. Contractors	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
7767	R-148634	$ 4,280.52	4/20/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: to Dec. 15, 1955

Completion Date: Dec. 15, 1955

Date Accepted: March 1, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-23-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

OTED ON CARD

RECEIVED
APR 12 1956
FOR FILING

ME-323(8)
4331

April 12, 1956

CERTIFIED MAIL

U. S. Fidelity & Guaranty Co.
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4331 for work performed on 42nd Avenue Ramp on the T.H. Banfield Expressway in Multnomah County was completed by the contractor, Lord Bros.Contractors, on December 15, 1955 and was accepted formally by the Highway Commission on March 1, 1956.

Final payment in the amount of $4,280.52 will be released to the contractor on or after April 23, 1956. The total contract amount is $139,532.37, of which amount $507.23 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Assistant Secretary

gl

NOTED ON CARD

FORM [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

8

RECEIVED
FEB 8 1956
FOR FILING

U1-323 (8)
4331

February 8, 1956

Lord Bros. Contractors
9233 N. Calvert St.
Portland 17, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 26 had under discussion your request for an extension of time from November 30 to December 15, 1955 within which to complete your contract No. 4331, covering the 42nd Avenue Ramp on the T. H. Banfield Expressway in Multnomah County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

L. R. Allen,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
JAN 18 1956
FOR FILING

U.1-322 (X)
4331

January 17, 1956

Request for extension of time
No. 16
January 26 and 27 meeting.

Oregon State Highway Commission

Gentlemen:

Re: 42nd Avenue Ramp Section
Contract No. 4331

Lord Bros., contractors on the 42nd Avenue Ramp on the T. H. Banfield Expressway in Multnomah County, have requested a third extension of time from November 30, 1955, to December 15, 1955, in which to complete the contract.

All the work was completed prior to the expiration of the first time extension date with the exception of finishing concrete surfaces. Freezing weather delayed the completion of the concrete surface finishing.

As there was no inconvenience to the traveling public nor additional engineering expense incurred by this delay, it is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/dp
Attached

RECEIVED
JAN 9 1956
FOR FILING

41-323([illegible])
4331

January 6, 1956

CERTIFIED MAIL

U. S. Fidelity & Guaranty Co.
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Lord Bros. Contractors on contract No. 4331 covering 42nd Avenue Ramp on the T. H. Banfield Expressway in Multnomah County. This payment, in the amount of $5870.94 will be released to the contractor on or after January 16, 1956. The retained percentage is $4183.05.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
gf

RECEIVED
JAN 6 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

[illegible]
#4331

January 4, 1956

Lord Bros. Contractors
9233 N. Calvert St.
Portland 17, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 19, 1955 had under discussion your request for an extension of time from October 31 to November 30, 1955 within which to complete your contract No. 4331, covering construction of the 82nd Avenue Ramp on the L.B. Banfield Expressway in Multnomah County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: [illegible]. G. Skelton,
Division Engineer

L. R. Allen,
Resident Engineer

P. M. Stephenson
Bridge Engineer

RECEIVED
DEC 5 - 1955
FOR FILING

111-323 (8)
43=1.

B

December 2, 1955

Oregon State Highway Commission

Request for extension of time
No. 19
December 19 and 20 meeting.

Gentlemen:

Re: 42nd Avenue Ramp Section
Contract No. 4331

Lord Bros., contractors on the 42nd Avenue Ramp on the T. H. Banfield Expressway in Multnomah County, have requested a second extension of time from October 31, 1955, to November 30, 1955, in which to complete the contract.

This structure was opened to traffic on October 1, 1955, and the work to be done after that time was hampered by traffic. Also, the contractors had considerable difficulty in securing competent cement finishers.

As this delay has not interfered with the public use of the structure, it is recommended that this request be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

PMB/dp
Attached

RECEIVED
OCT 4 1955
FOR FILING

UI-303(6)

4331

FORM [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 4, 1955

Lord Bros. Contractors
9233 N. Calvert St.
Portland 17, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 22, had under discussion your request for an extension of time from August 31 to October 31, 1955 within which to complete your contract No. 4331, covering 42nd Avenue Ramp on the T.H. Banfield Expressway in Multnomah County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Moulton,
Division Engineer

L. R. Allen,
Resident Engineer

F. M. Stephenson,
Bridge Engineer

RECEIVED
SEP 20 1955
FOR FILING

HI-323(8)
4331

September 19, 1955

Request for extension of time
No. 22
September 22 and 23 meeting.

Oregon State Highway Commission

Gentlemen:

Re: 82nd Avenue Ramp Section
Contract No. 4331

[illegible] Bros., contractor on the 82nd Avenue Ramp project on the L. B. Banfield Expressway in Multnomah County, has requested an extension of time from August 31, 1955, to October 31, 1955, in which to complete the contract.

This contractor was delayed approximately thirty days by the carpenter strike. Also, he was delayed by the wet condition of the material in the north embankment.

According to the present schedule, this structure will be open to traffic at the same time the L. B. Banfield Expressway is opened; namely, October 1. The only work remaining after that date will be the clean up of the job site and some finishing.

As there will be no delay to the traveling public, it is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/dp

Attachment

UI-323 (8)
4331

PROJECT AGREEMENT

June 20, 1955

DESCRIPTION: (JOB, SECTION AND HIGHWAY)
42nd-92nd Avenue Section (Structures)
T. H. Banfield Expressway
Multnomah County

NATURE OF WORK:

Structures

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4203 - Schrader Constr. Co. 1-14-54
4253 - United Builders, Inc. 8-9-54
4285 - Gibbons & Reed Co. 9-23-54
4331 - Lord Bros. Contr. 12-23-54

DATE OF COMPLETION:

4203 - Extended to Apr. 1, 1955
4253 - May 31, 1955
4285 - July 31, 1955
4331 - Aug. 31, 1955

REMARKS:

Project Agreement filed in
UI-323 (8) Contract #4203

RECEIVED
JAN 27 1955
FOR FILING

UI- 223(1)
4331

January 26, 1955

Lord Bros. Contractors
9233 N. Calvert St.
Portland 17, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4331, which was awarded to you on December 23, 1954 by the State Highway Commission, for constructing the 42nd Avenue Ramp on the 42nd Ave.-92nd Ave. Section of the T. H. Banfield Expressway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
DEC 30 1954
FOR FILING

UI - 323 (1)
4331

P

December 23, 1954

NOTED
J. Mc C.

Lord Bros., Contractors
9233 N. Calvert
Portland 17, Oregon

Gentlemen:

The State Highway Commission on December 7, 1954 accepted your proposal for construction of concrete viaduct over Union Pacific Railroad Company's main line and spur tracks to connect Banfield Expressway with 42nd Avenue, construction of pedestrian overcrossing and concrete retaining walls in Multnomah County for the sum of $129,030.90 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4331.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

cl

cc: R. G. Savage
H. G. Smith
S. H. Probert
G. S. Paxson

Pac. Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

☐ FULL RATE TELEGRAM
☐ DAY LETTER
☐ NIGHT LETTER

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

☐ FULL RATE
☐ LETTER TELEGRAM
☐ SHIP RADIOGRAM

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
December 23, 1954
1:50 P. M.

Lord Bros., Contractors
9233 N. Calvert
Portland 17, Oregon

Contract for 42nd Avenue Ramp Section, Multnomah County for which you submitted low bid on December 7, 1954 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

Files

Secretary
OREGON STATE HIGHWAY COMM.

cl

cc
H. G. Smith
S. H. Probert
R. G. Savage (SIAC)
G. S. Paxson

RECEIVED
DEC 10 1954
FOR FILING

Const
Fed Aid
Prog & Proj
(U1-333(8))

December 9, 1954

✓ Lord Bros. Contractors
9233 No. Calvert
Portland, Oregon

Gentlemen:

The State Highway Commission on December 7, 1954 accepted your bid in the amount of $129,030.90 for construction of 42nd Avenue Ramp Section over Union Pacific Railroad Company's main line and spur tracks to connect Banfield Expressway with 42nd Avenue in Multnomah County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

cl

cc H. G. Smith
S. H. Probert
R. G. Savage (SIAC)
G. S. Paxson

BFI-161(20) Cottage Grove Connection 1954
O'Xing
#4332

BFI 161(3[illegible])

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 27, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4332	8-Final	Columbia Empire Constructors, Inc. & P. B. Lord Mechanical Contractors	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21553	R-124932	$ 6,1[illegible].26	10/27/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: June 30, 1955

Time Extensions: to Sept. 30, 1955 without penalty

Completion Date: Sept. 30, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-8-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: Nov [illegible]

Ruth Rawlings

RECEIVED
OCT 24 1955
FOR FILING

RF1-161(30)

4332

October 21, 1955

Certified Mail

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Building
San Francisco, California (4)

Gentlemen:

State highway contract No. 4332 for work performed on the Goshen-Divide Section of the Pacific Highway in Lane County was completed by the contractor, Columbia Empire Constructors, Inc. and P. S. Lord Mechanical Contractors, on September 30, 1955 but has not as yet been accepted by the Commission.

Final payment in the amount of $6,488.26 will be released to the contractor after acceptance by the Commission. The total contract amount is $70,005.75, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - Saint Paul-Mercury Indemnity Co.
Commerce Investment, Inc.
Commerce Building
Portland, Oregon

NOTED ON CARD
10-21-55

FORM [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
AUG 29 1955
FOR FILING
BFI-161 (20)
1-22

August 22, 1955

Columbia Empire Constructors, Inc. &
M. S. Lord Mechanical Contractors
4507 S.E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on August 11 had under discussion your request for an extension of time from June 30 to September 30, 1955 within which to complete your contract No. 4332, for constructing Cottage Grove Connection Overcrossing on Goshen-Divide Section of the Pacific Highway in Lane County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

W. A. Palmateer,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
AUG 4 - 1955
FOR FILING

EFI-161 (20)

4332

6

August 2, 1955

Request for extension of time
No. 11
August 11 and 12 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Cottage Grove Connection Overcrossing
Contract No. 4332

Columbia Empire Constructors, Inc., and P. S. Lord Mechanical Contractors, who have the contract for the construction of the Cottage Grove Connection Overcrossing over the Southern Pacific Company railroad tracks in Cottage Grove, Oregon, have requested an extension of time from June 30, 1955, to September 30, 1955, in which to complete the contract.

Inclement weather and labor difficulties delayed this construction. At the present time, the concrete deck has been poured, and the contractor will have completed all the work sufficiently so as not to delay the grading contractor in placing the approach fills.

It is expected that the contractor will complete all work by August 31, 1955, so it is recommended that this extension of time be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

FMS/dp
Attached

RECEIVED
JAN 27 1955
FOR FILING

2FI - 161 (20)
4332

January 26, 1955

Columbia Empire Constructors, Inc. &
P. S. Lord Mechanical Contractors
4507 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4332, covering the Cottage Grove Connection Overcrossing on the Goshen-Divide Section of the Pacific Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

File

RECEIVED
JAN 3 - 1955
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

[illegible]

[illegible]

408 STATE HIGHWAY BLDG.
SALEM, OREGON

December 29, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of way have been acquired for Oregon Project BFI-161(20), Coast Fork Willamette River-Divide Section of the Pacific Highway, Cottage Grove Connection Overcrossing, we hereby concur as of this date in award of Contract No. 4332 to Columbia Empire Constructors, Inc. and P. S. Lord Mechanical Contractors of Portland, Oregon, low bidder in the amount of $72,169.50 at the December 7, 1954 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
DEC 31 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 30 1954
FOR FILING

BFI-161 (20)
43[illegible]

December 29, 1954

NOTED
J. Mc C.

Columbia Engine Constructors, Inc., and
[illegible] Lord Mechanical Contractors
4557 S. E. Milwaukie
Portland 2, Oregon

Gentlemen:

The State Highway Commission on December 7th accepted your proposal for construction of a reinforced concrete viaduct on a connecting highway between Cottage Grove and the new alignment of the Pacific Highway over the Siskiyou Line of the Southern Pacific Company in Lane County for the sum of $72,169.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 433[illegible].

Contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

mdo

c - Mr. A. [illegible] [illegible]
Mr. [illegible] Smith
Mr. G. S. Paxson
Mr. E. G. Probert
Pacific Builder & Engineer, Inc.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
December 29, 1954
10:00 a.m.

Columbia Empire Constructors, Inc. and
F. S. Lord Mechanical Contractors
4507 S. E. Milwaukie
Portland 2, Oregon

Contract for Cottage Grove Connection Overcrossing in Lane County for which you submitted low bid on December 7 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CC: CONFIRMATION
Accounting (5003-900)
C. W. Head
Files

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

RECEIVED
DEC 10 1954
FOR FILING

Const
Fed Aid
[illegible]
(BF1-161(20)

December 9, 1954

Columbia Empire Constructors, Inc. &
P. S. Lord Mechanical Contractors
4507 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission on December 7, 1954 accepted your bid in the amount of $74,169.50 for construction of Cottage Grove Connection Overcrossing between Cottage Grove and new alignment of the Pacific Highway over the Siskiyou Line of the Southern Pacific Company in Lane County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

files ~~[illegible]~~

RECEIVED
DEC 16 1954
FOR FILING

Const
grade X[illegible]
gen 6

Salem, Oregon
August 26, 1954

Mr. J. W. DeSouza
Assistant Counsel
Office

Attached hereto, for recording, are an Indenture and Agreement with the Southern Pacific Co. covering easement for right of way and construction for proposed overhead at Cottage Grove.

When these copies have been recorded please return them to this office for the Commission's files.

Secretary

rn
Attach: 2

Sent to Clark
10-15-54

Filed R.R. #475

1-54-1M

A

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

B-2660

IN REPLY PLEASE REFER TO

L. P. HOPKINS
SUPERINTENDENT

August 24, 1954

GMO-57428

Mr. R H Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Attach copy of indenture and agreement between Oregon State Highway Commission and Southern Pacific Co. covering easement for right of way and construction for proposed overhead at Cottage Grove.

These are for your files. Will you please have indenture recorded in County of Lane records, advising date, page and book reference?

Yours truly,

L P Hopkins jm

FORM [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

July 13, 1954

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Pux 102, R 22191
Cottage Grove Connection Overcrossing
Lane County

Dear Mr. Hopkins:

Attached herewith are original and copy of proposed easement agreement and original and copy of proposed construction agreement between Southern Pacific Company and State of Oregon, by and through its State Highway Commission, in connection with the Cottage Grove Connection Overcrossing in Lane County. Both copies of each Agreement have been executed by the State Highway Commission.

After execution by the Railroad Company, please return one copy of each agreement for our files, together with 10 additional copies of your Drawing A 839 for distribution in the Department.

Very truly yours,

C. W. ENFIELD

By
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. 4

cc: Mr. W. C. Williams
Mr. H. B. Glaisyer ✓

REFERRED TO
BY SECRETARY

RECEIVED
OCT 5 1954
FOR FILING

File ~~[illegible]~~

[illegible]
Grade Xing
Open

Salem, Oregon
July 12, 1954

Pux 102-Cottage Grove Connection O-xing
Southern Pacific Company
Lane County

Mr. J. W. DeSouza
Assistant Counsel
Office

Dear Mr. DeSouza:

Attached for further handling are the original and first copy of a construction agreement and the original and first copy of an easement agreement with the Southern Pacific Company covering overcrossing on the connection between the revised location of the Pacific Highway and the existing location thereof north of Cottage Grove. These copies have been executed by the Highway Commission and are now ready for the signatures of the officials of the Railroad Company.

When fully executed please return one copy of each to this office for the Commission's files.

Very truly yours

Secretary

rn
Attach:

[illegible] 9-24-54

FORM E-30 25M 8-51 52915

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1954

SUBJECT: Pux 102-Cottage Grove Connection O-xing
Southern Pacific Company
Lane County

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

Dear Mr. Glaisyer:

Herewith I hand you original and first copy of construction agreement and original and first copy of easement agreement with Southern Pacific Company covering overcrossing on the connection between the revised location of Pacific Highway and the existing location thereof north of Cottage Grove.

These agreements have been examined by Mr. Paxson and have been found to be satisfactory. They have been approved as to form by Mr. Enfield and myself.

After execution by the Highway Commission please return all copies direct to me for further handling.

Very truly yours,

J.W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. 4

Cc: Mr. W. C. Williams
Mr. G. S. Paxson

~~REFERRED TO~~
~~W. [illegible]~~
~~BY SECRETARY~~

AUTHORIZED BY HIGHWAY COMMISSION
DATE Bids to be received Aug 9-10, 1954 for overcrossing as a part of the Goshen-Divide Project set up in the 5 year Program
HBGlaisyer
Secretary

RECEIVED
MAY 25 1954

FOR FILING **OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

[illegible]
[illegible]
[illegible]

Salem, Oregon
May 24, 1954

SUBJECT: Pux 102-Cottage Grove Connection OXing
Southern Pacific Co.
Pacific Highway, Lane County

To: Mr. W. C. Williams ✓
Mr. G. S. Paxson (6)
Mr. H. G. Smith (2)
Mr. E. A. Collier (2)
Mr. F. B. Crandall
Mr. H. B. Simpson
Mr. Tom Edwards (2)

NOTED
W. C. WILLIAMS

Gentlemen:

Herewith I hand you copy of Order No. 33019 issued by the Public Utilities Commissioner under date of May 19, 1954, authorizing construction of Southern Pacific Overcrossing on the Cottage Grove Connection in Lane County, Puc Docket F-2421.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.

1954

RECEIVED

Order #33019

BEFORE THE PUBLIC UTILITIES COMMISSIONER

OF OREGON

F-2421

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of Southern Pacific Company on a connection between the revised location of the Pacific Highway and the existing location of the Pacific Highway north of Cottage Grove, known as the COTTAGE GROVE CONNECTION OVERCROSSING in the Northeast quarter (NE¼) of Section 28, Township 20 South, Range 3 West, W.M., in Lane County, Oregon.

ORDER

The above entitled matter was duly heard on Monday, February 15, 1954, at 1:30 P.M., in the Lane County Court House, Eugene, Oregon, before C. E. Jaqua, Utility Engineer, representing the Commissioner. The following appearances are of record herein:

J. W. DeSouza, Assistant Counsel, Salem, Oregon
George E. Rohde, Assistant Attorney, Salem, Oregon
In behalf of Oregon State Highway Commission;

Joseph Larkin, Attorney, Portland, Oregon
In behalf of Southern Pacific Company;

Herbert W. Lombard, City Attorney, Cottage Grove, Oregon
In behalf of City of Cottage Grove.

The relocation of a section of the Pacific Highway between Goshen and Divide, in Lane County, Oregon, will involve the construction of a road connecting the old Pacific Highway and the new Pacific Highway, which road known as the "Cottage Grove Connection" will of necessity cross the tracks and right of way of Southern Pacific Company.

On January 5, 1954, the State of Oregon, by and through its State Highway Commission (hereinafter referred to as Applicant), filed application for authority to cross over the tracks and right of way of Southern Pacific Company (hereinafter referred to as Railroad), on this connecting road, north of Cottage Grove.

Written notice was given by all affected parties that no formal protest to such application would be made.

Evidence was adduced on behalf of parties as set forth above, the hearing was completed, and the matter submitted for determination. Based upon said evidence and record, it is found that:

The proposed structure will be 276 feet in length and cross over two county roads and the railroad track.

The highway at point of crossing is on tangent alignment and will intersect the centerline of the railroad tracks and right of way at an angle of approximately 125 degrees.

The roadway grade on the structure is part of a vertical curve which will connect ascending approach grades of 5.26%.

The daily vehicular traffic over the proposed crossing upon completion is estimated to be 2400 vehicles per day based on 1953 tabulations, and normal annual increases are anticipated. The average daily train movements are 14 per day.

Applicant will bear all costs of construction and reimburse Railroad for all necessary and proper expenses incurred in connection therewith.

Applicant will maintain the overcrossing structure upon completion and Railroad will maintain its tracks and facilities beneath the structure.

The standard vertical clearance as set forth in P.S.C. Oregon Order No. 99 will be impaired during the construction period and authorization for such impairment is necessary and should be granted.

From the foregoing it is concluded that the construction of the overcrossing of the tracks and right of way of Southern Pacific Company as set forth in the application is necessary and in the public interest, and the application should be granted; it is therefore

ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of Southern Pacific Company on a connection between the revised location of the Pacific Highway and the existing location of the Pacific Highway north of Cottage Grove, known as the COTTAGE GROVE CONNECTION OVERCROSSING, in the Northeast Quarter (NE¼) of Section 28, Township 20 South, Range 3 West, Willamette Meridian, in Lane County, Oregon, is granted; and it is further

ORDERED that the construction be done in a good and workmanlike manner, in accordance with present day engineering practices, and in conformity as to general design and location with Oregon State Highway Department's Drawings Nos. 11104 and 11228, and accepted revisions thereof, which are by this reference made a part hereof; and it is further

ORDERED that Oregon State Highway Commission shall prepare plans and specifications, let contracts for and supervise the construction of the overcrossing structure and bear all costs incidental thereto, and shall reimburse Southern Pacific Company for any and all necessary and proper expenses incurred in connection therewith which are reimbursable under and not prohibited by the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration, and Amendments thereof and Supplements thereto; and it is further

ORDERED that upon completion all costs of maintenance of this structure, including the roadway and its facilities, shall be borne by Oregon State Highway Commission, and that all costs of maintenance of the railroad line and its appurtenances beneath the structure shall be borne by Southern Pacific Company; and it is further

ORDERED that any impairments to the standard vertical clearances as set forth in P.S.C. Oregon Order No. 99 which may be created by the erection and maintenance of falsework during the construction period are herein authorized; and it is further

ORDERED that the designation C-627.2-A be assigned to the overcrossing as a means of identification in the Commissioner's Catalog of Railroad Crossings in the State of Oregon.

Made and entered this 19th day of May, 1954.

CHAS. H. HELTZEL

Public Utilities Commissioner

(OFFICIAL SEAL)

FORM E-50 25M 9-51 52215

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Counsel
[illegible]
[illegible]

Salem, Oregon
February 23, 1954

SUBJECT: Pux 102-Cottage Grove Overcrossing
Southern Pacific Company
Pacific Highway, Lane County

To: MEMORANDUM TO FILE:

Hearing on the application of the Highway Commission for an overcrossing of the tracks and right of way of Southern Pacific Company on the connection between the revised location of the Pacific Highway and the existing location thereof north of Cottage Grove was held at the Lane County Court House before Mr. C. E. Jaqua, sitting as Examiner for the Public Utilities Commissioner, on Monday, February 15, 1954, beginning at the hour of 1:30 p.m.

Southern Pacific Company was represented by Mr. Joseph Larkin, Attorney. The City of Cottage Grove was represented by Mr. Herbert W. Lombard, City Attorney, and the Highway Commission was represented by Mr. George E. Rohde and the writer.

No controversy developed and the only witness placed on the stand was Mr. G. S. Paxson, Assistant State Highway Engineer, who testified regarding the type, design, clearances of the structure, etc. Mr. Lombard asked some questions regarding clearances over the two public ways spanned by the structure. The clearances testified to were considered as entirely satisfactory.

It is anticipated that an order will issue in due course.

J. W. DeSOUZA
Assistant Counsel

JWD:mb

cc: Mr. W. C. Williams ✓
Mr. G. S. Paxson
Mr. H. G. Smith
Mr. E. A. Collier
Mr. Tom Edwards

RECEIVED

FOR FILING
Counsel
Grade Xings
Gen.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1954

SUBJECT: Pux 102 - Cottage Grove Connection Oxing
Southern Pacific Company
Pacific Highway, Lane County

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

Hearing on the application of the Highway Commission for authority to cross over the tracks and right of way of Southern Pacific Company on a connection between the revised location and the existing location of the Pacific Highway North of Cottage Grove has been set by the Public Utilities Commissioner for hearing at the Lane County Court House at 1:30 p.m. on Monday, February 15, 1954.

Answers have been filed by Southern Pacific Company, Lane County, and the City of Cottage Grove setting out that no objections will be raised to the issuance of an order in accordance with the application. Therefore, it appears it will only be necessary to have Mr. Paxson, or his representative, present at the hearing to testify regarding the type, design, clearances and other details of the structure.

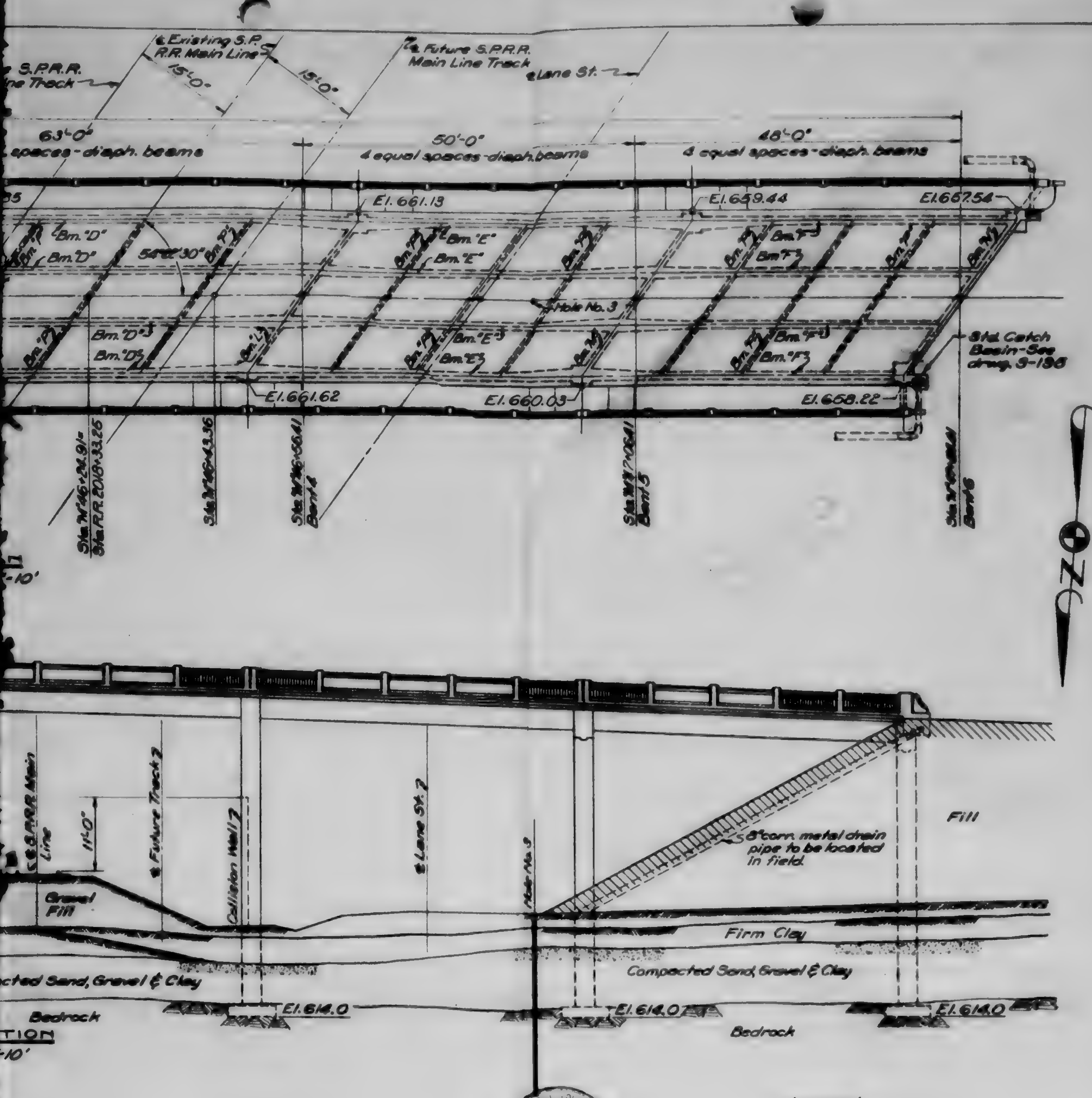
Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb

cc: Mr. G. S. Paxson
Mr. C. W. Enfield

RECEIVED
FEB 1 1954
OFFICE OF
STATE HIGHWAY ENGINEER



TION

-10'

ES:

d for H20-S16-44 loading.

/ beam loads are assumed to be equally dis-
eams. Live loads are calculated according
ase A-3.3.2 of the Oregon State Highway
bridges.
hall be class "A" and shall attain a breaking
p.s.i. in 28 days (f_c=1320 p.s.i.)
steel shall be intermediate grade deformed
no. 3 to no. 11 inclusive shall conform to ASTM
5-50T and shall be lapped 20 diameters at
hown or noted otherwise. 1⅛"□ bars shall be lap-
at all splices unless shown or noted otherwise.
aced 2" clear of nearest face of concrete unless
herwise.
gned for foundation bearing of 5T/sq. ft.
nd workmanship shall conform to the spec-
s of the Oregon State Highway Department.

W. C. WILLIAMS
AUG. 4, 1927

Approved:

Deputy State Hwy. Engr.

Approved:

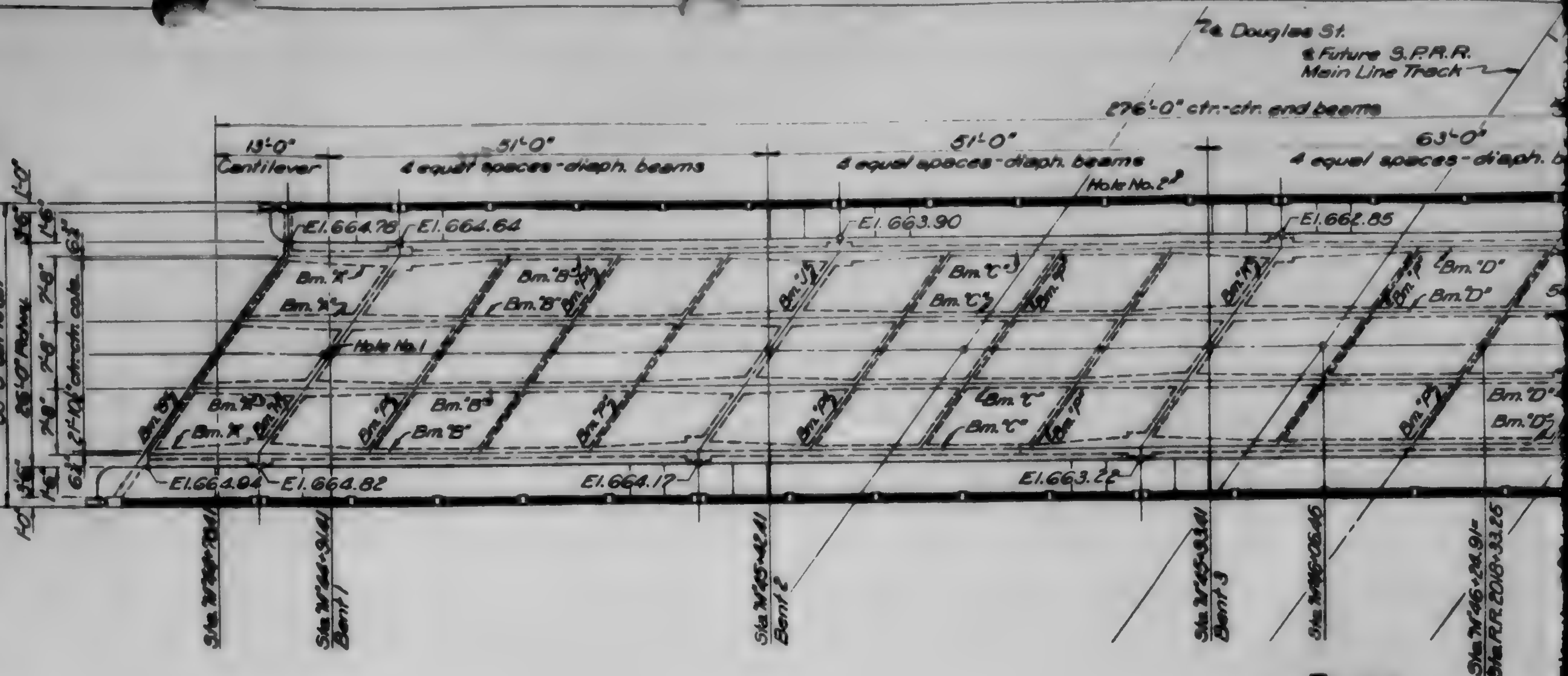
Bridge Engineer

OREGON
STATE HIGHWAY COMMISSION

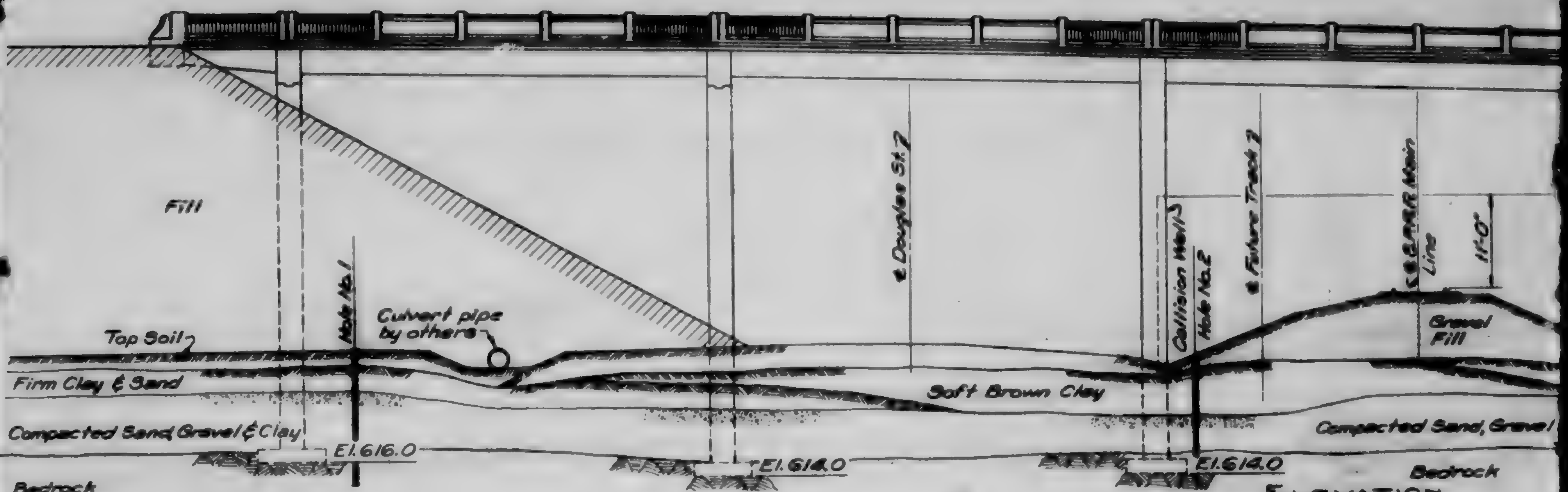
COTTAGE GROVE CONNECTION OVERCROSSING
OF
SOUTHERN PACIFIC RAILROAD
GOSHEN - DIVIDE SECTION
PACIFIC HIGHWAY - LANE COUNTY
PLAN & ELEVATION

SCALE AS NOTED	DRAWN BY C.O.F.	SHEET 1 OF 7
DECEMBER 18, 1953	CHECKED BY	BRIDGE NO. 7832
CALC. BK. NO. 268		DRAWING NO. 11228

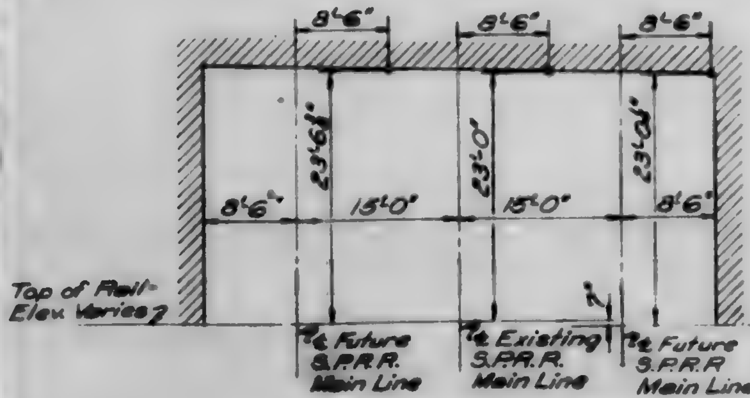
ACCOMP. BY DRWGS. NO. 11782-11785 INCL., 8235 & S-186



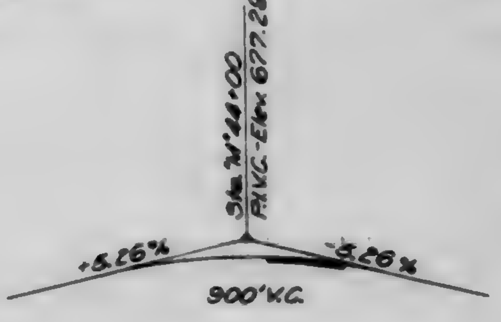
PLAN
Scale-1"=10'



ELEVATION
Scale-1"=10'


8'-6"
8'-6"
8'-6"
23'-6½"
23'-0"
23'-0½"
8'-6"
15'-0"
15'-0"
8'-6"
Top of Rail-Elev. Varies
2"
℄ Future S.P.R.R. Main Line
℄ Existing S.P.R.R. Main Line
℄ Future S.P.R.R. Main Line

MINIMUM CLEARANCES
Not to Scale

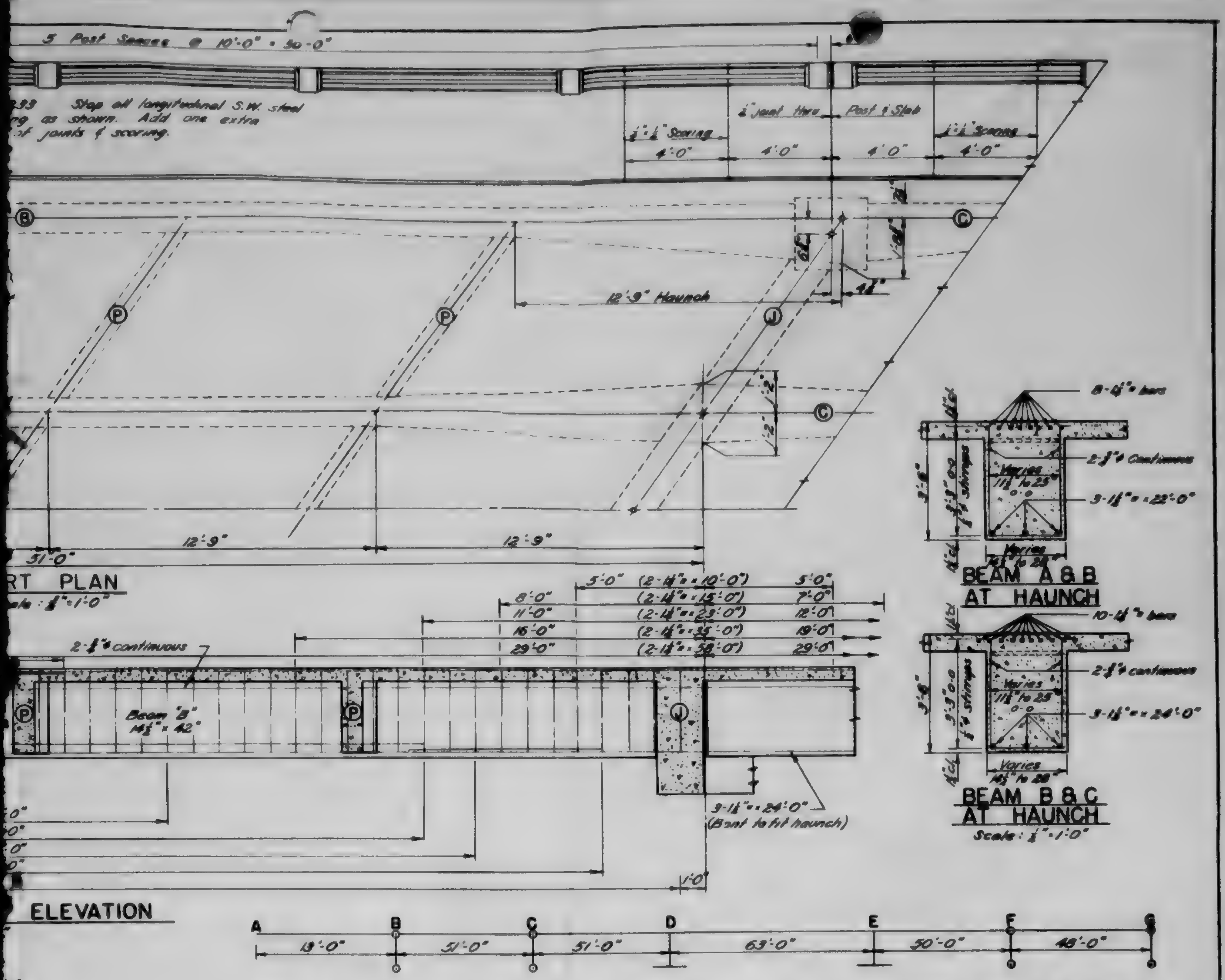


GRADE LINE DIAGRAM
Not to Scale

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE ¾"=1'-0"
SHOULD BE READ ⅜"=1'-0".
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

GENERAL NOTES:

Bridge designed for H20-S16-44
All longitudinal beam loads are
tributed among all beams. Live loads a
to Case 1-3.3.1 and Case A-3.3.2 of the
Specifications for bridges.
All concrete shall be class "A"
strength of 3300 p.s.i. in 28 days (
All reinforcing steel shall be inte
bars. Bars from no. 3 to no. 11 inclus
specification A305-50T and shall be
all splices unless shown or noted othe
ped 60 diameters at all splices unle
All bars shall be placed 2" clear of nea
shown or noted otherwise.
Footings designed for foundatio
All materials and workmanship
ifications for bridges of the Oregon

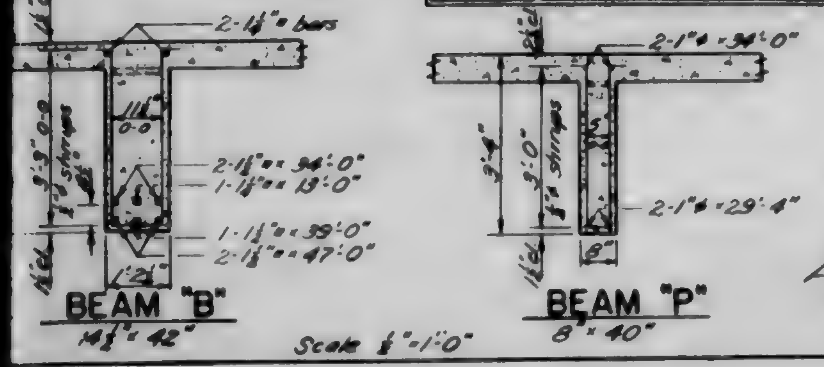


Moments are given in ft kips — Column moment is per beam

	-M B	+M BC	-M C	+M CD	-M D	+M DE	-M E	+M EF	-M F	+M FG	M col. D	M col. E
D.L.	240.0	223.0	392.0	98.0	533.0	296.0	512.0	75.0	421.0	289.0	45.0	50.0
L.L.+I.	352.0	410.0	330.0	325.0	387.0	380.0	377.0	320.0	312.0	380.0	108.0	97.0
S.W.L.L.	9.0	19.0	34.0	8.0	43.0	14.0	42.0	5.0	32.0	10.0	10.0	10.0
Total	601.0	652.0	756.0	431.0	963.0	690.0	931.0	400.0	765.0	679.0	163.0	157.0

Shears are given in kips

	B L	B R	C L	C R	D L	D R	E L	E R	F L	F R	G L	R B	R C	R D	R E	R F
D.L.	30.0	39.1	45.1	40.2	44.0	52.3	51.7	42.1	40.4	48.4	30.8	69.1	85.3	96.3	93.8	88.8
L.L.+I	20.8	40.6	47.0	44.3	45.0	47.1	47.1	44.6	43.8	46.3	39.9	58.1	51.5	50.8	50.6	51.0
S.W.L.L.	1.4	2.6	3.4	3.2	3.4	3.7	3.7	3.2	3.1	3.2	2.3	4.0	6.6	7.1	6.9	6.3
Total	52.2	82.3	95.5	87.7	92.4	103.1	102.5	89.9	87.3	97.9	73.0	131.2	143.4	154.2	151.3	146.1



Approved:
Bridge Engineer

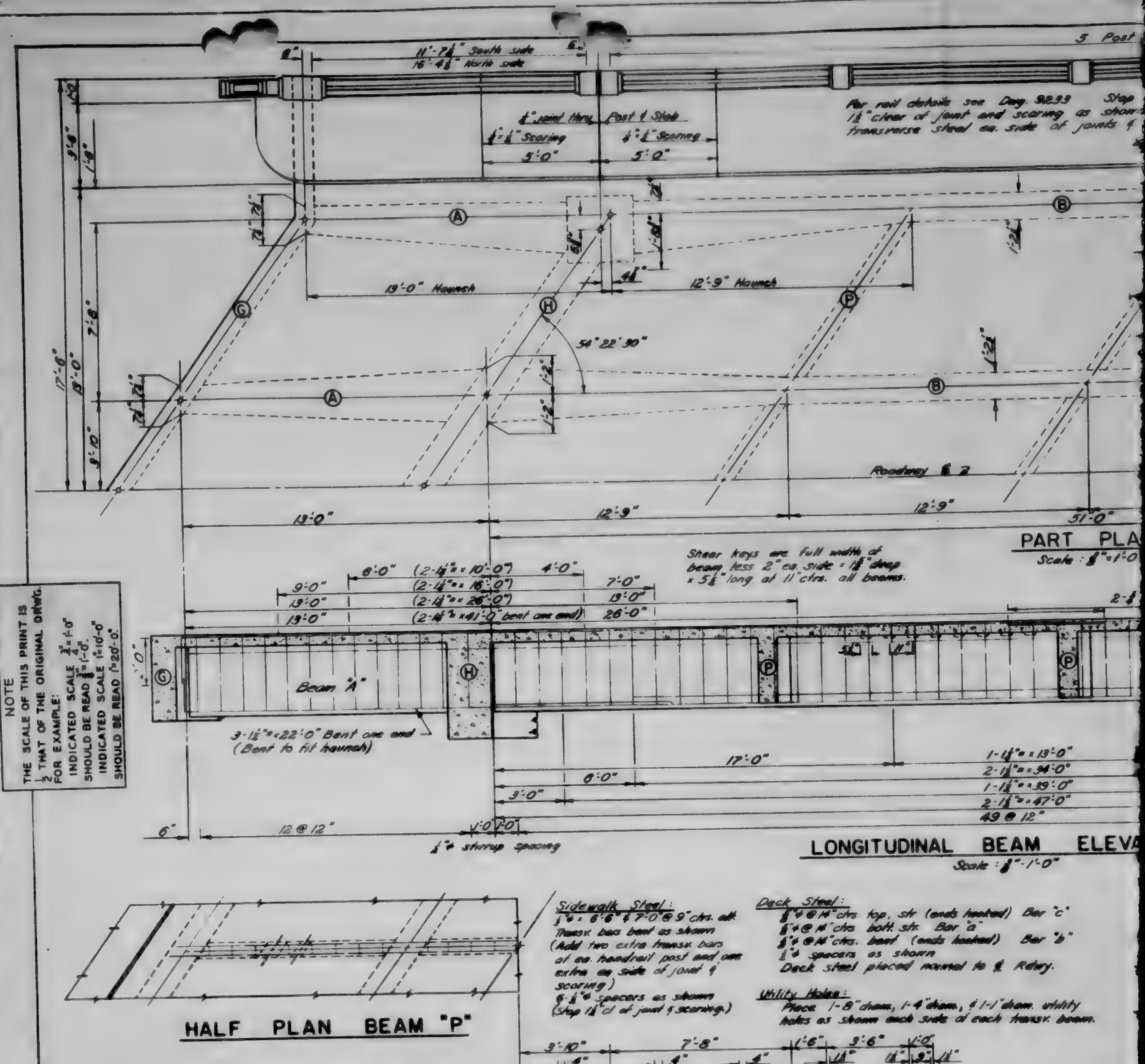
OREGON
STATE HIGHWAY COMMISSION

COTTAGE GROVE CONNECTION OVERCROSSING
GENERAL DETAILS

SCALE AS NOTED
NOVEMBER 15, 1954
CHECKED BY

DRAWN BY G.E.M.
TRACED BY J.W.E.

SHEET 2 OF 7
BRIDGE NO. 7832
DRAWING NO. 11782



For rail details see Dwg. 9233 Stop
1½" clear of joint and scoring as shown
transverse steel ea. side of joints &

Shear keys are full width of
beam less 2" ea. side × 1½" deep
× 5½" long at 11" ctrs. all beams.

PART PLA

Scale : ⅛"=1'-0"

LONGITUDINAL BEAM ELEVA

Scale : ⅛"-1'-0"

HALF PLAN BEAM "P"

Sidewalk Steel:
½"φ × 6'-6" & 7'-0" @ 9" ctrs. alt.
Transv. bars bent as shown
(Add two extra transv. bars
at ea. handrail post and one
extra ea. side of joint &
scoring)
6-½"φ spacers as shown
(Stop 1½" cl. of joint & scoring.)

Deck Steel:
⅝"φ @ 14" ctrs top, str (ends hooked) Bar "c"
⅝"φ @ 14" ctrs bott. str. Bar "a"
⅝"φ @ 14" ctrs. bent (ends hooked) Bar "b"
½"φ spacers as shown
Deck steel placed normal to ℄ Rdwy.

Utility Holes:
Place 1-8" diam., 1-4" diam., & 1-1" diam. utility
holes as shown each side of each transv. beam.

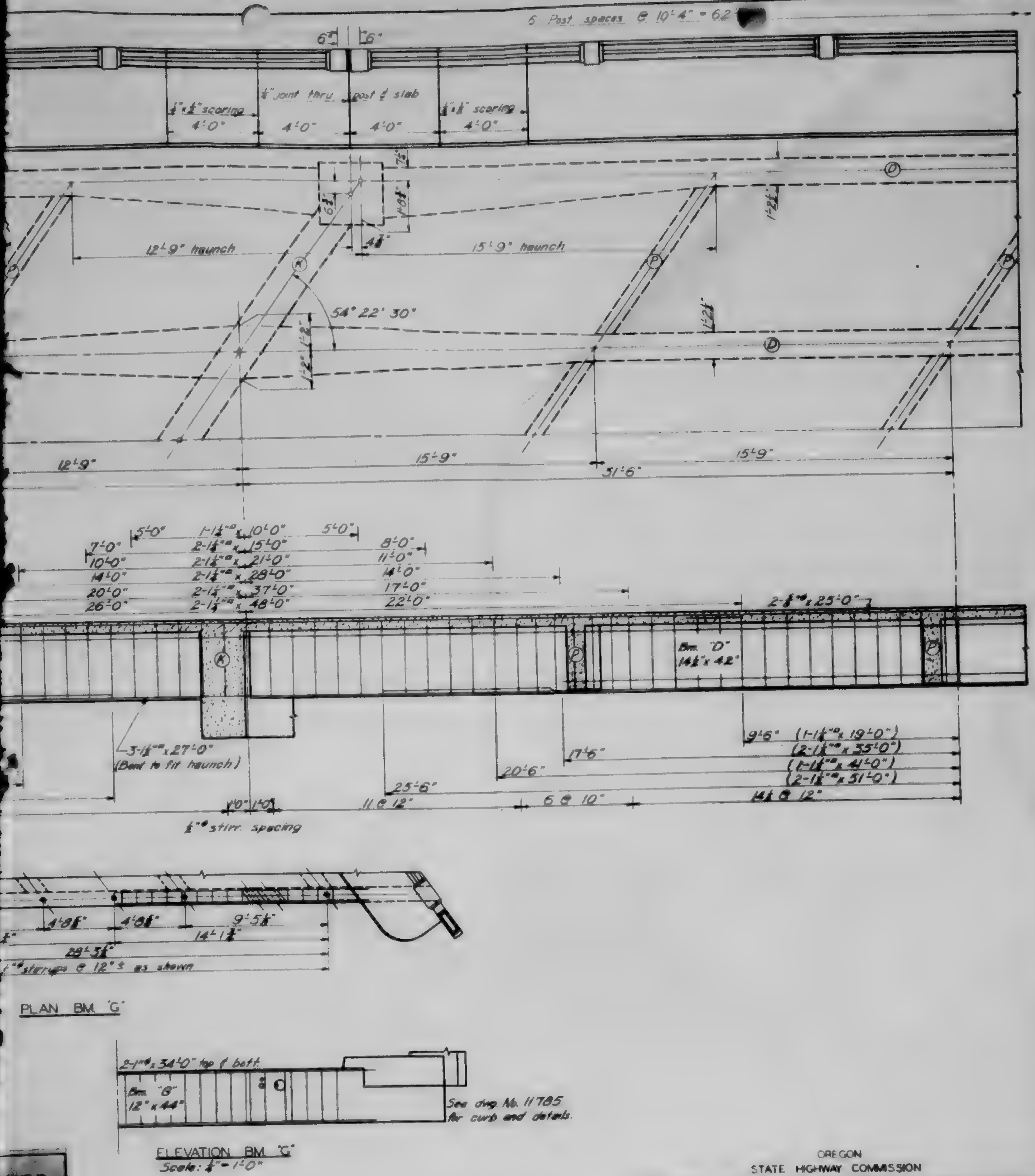
HALF ELEVATION BEAM "P"

HALF DECK SECTION NORMAL TO RDWY. ℄

Scale ⅛"=1'-0"

BEA

NOTE
THE SCALE OF THIS PRINT IS
½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE ¾"=1'-0"
SHOULD BE READ ⅜"=1'-0".
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0".



Approved:
Bridge Engineer

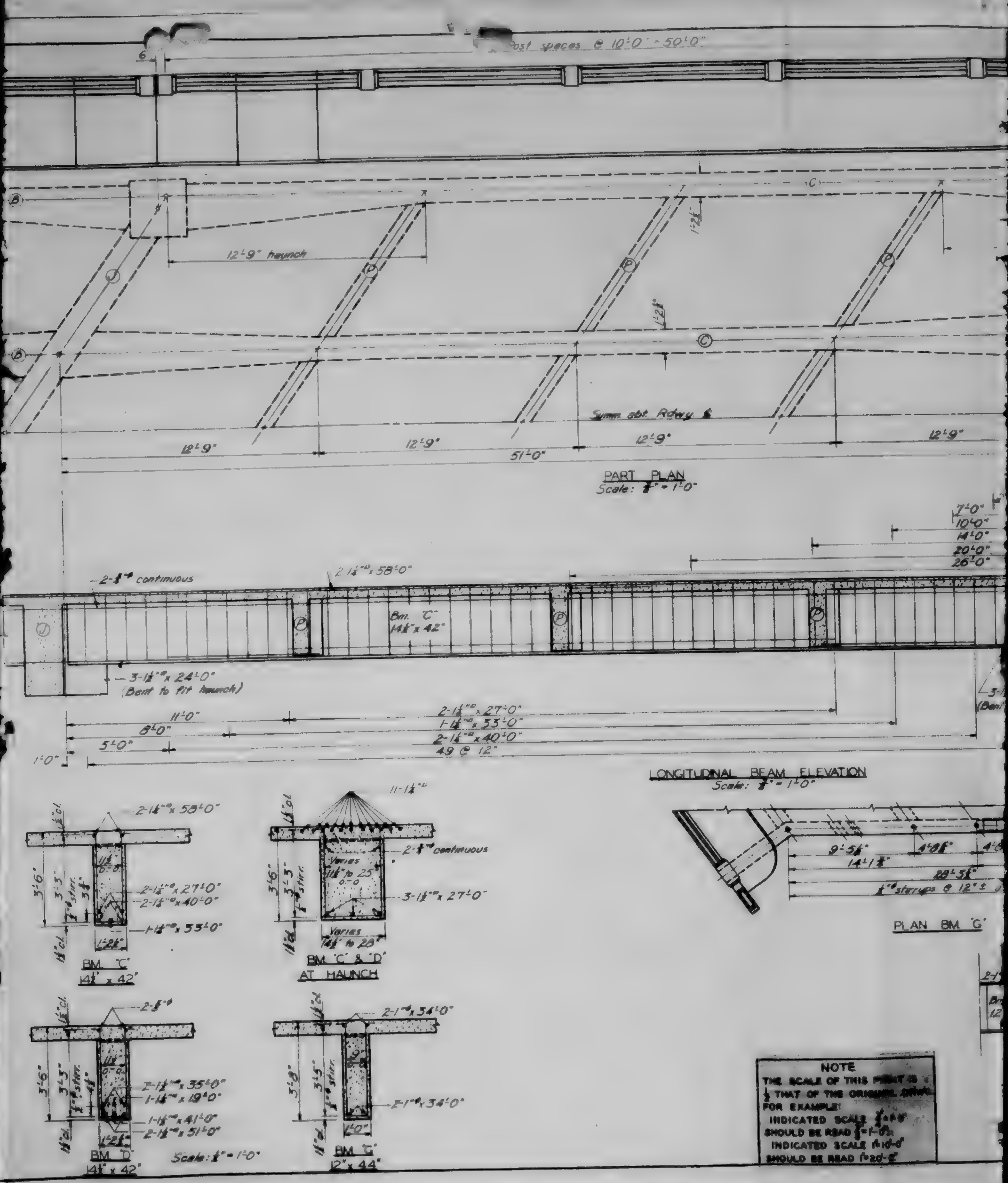
OREGON
STATE HIGHWAY COMMISSION

COTTAGE GROVE CONNECTION OVERCROSSING
BEAM DETAILS

SCALE AS NOTED
NOVEMBER 17 1954

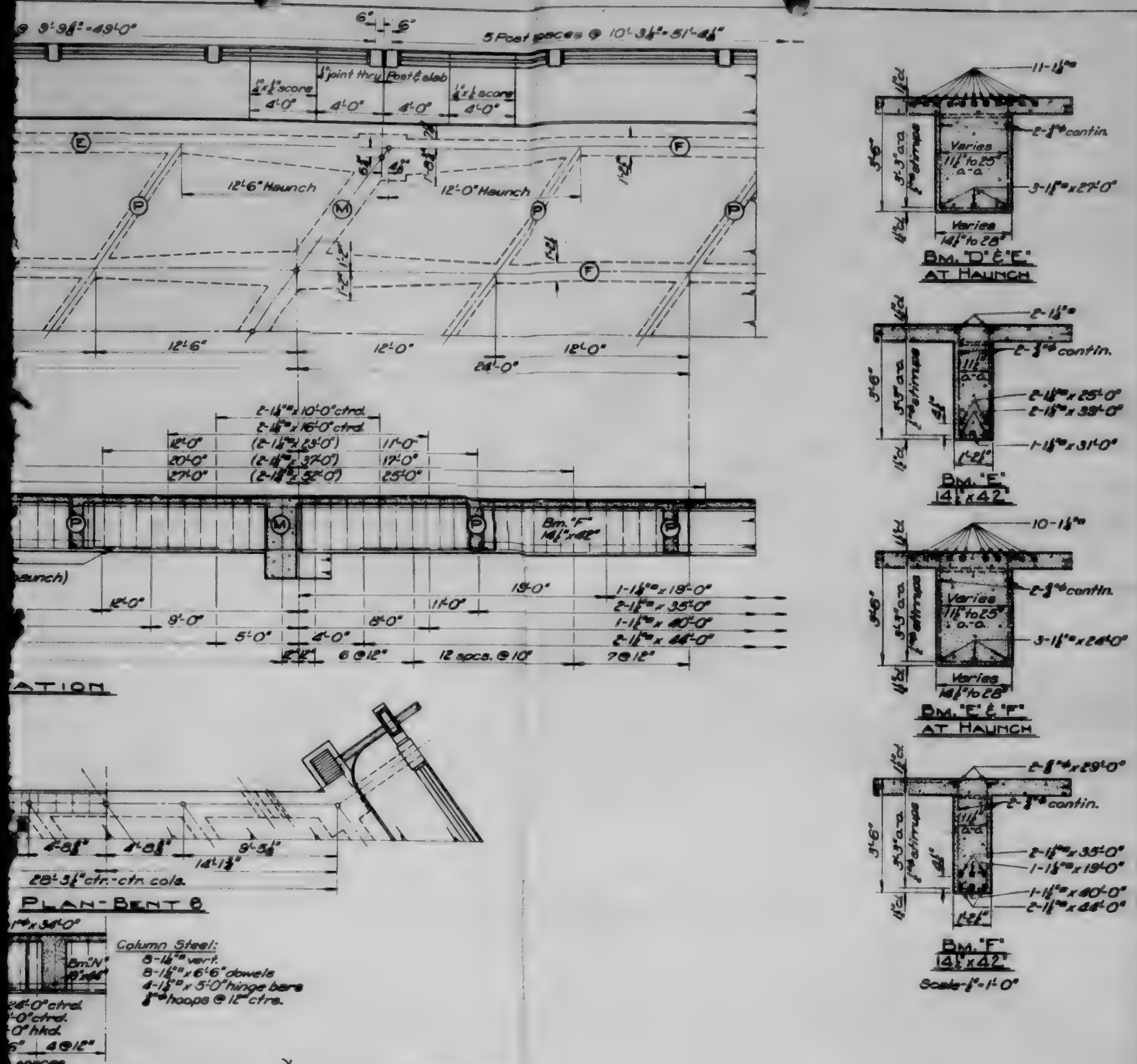
DRAWN BY C.E.M.
TRACED BY M.K.
CHECKED BY

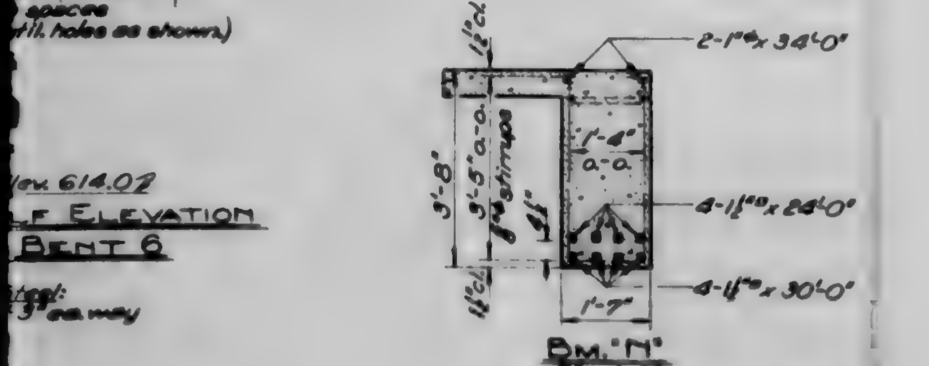
SHEET 3 OF 7
BRIDGE NO. 7032
DRAWING NO. 11783



NOTE

THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE ¼"=1'-0"
SHOULD BE READ ⅛"=1'-0"
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"





Bm. "N"
19" x 44"
Scale-⅛"=1'-0"

PLAN-BENT 6
ale-⅛"=1'-6"

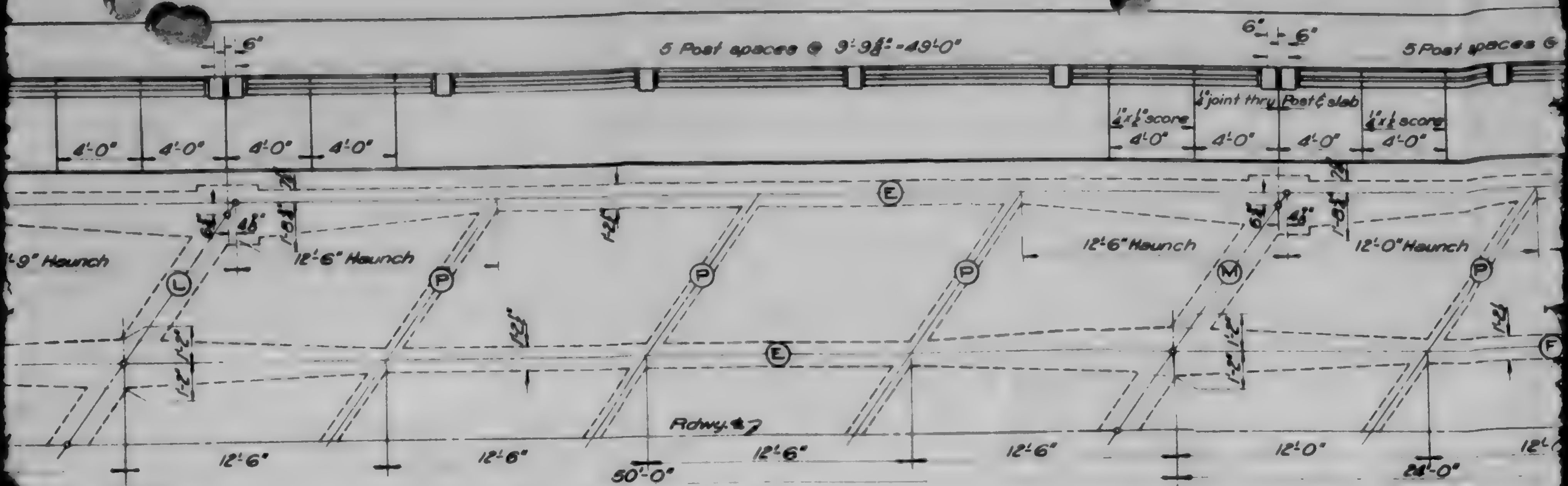
Approved:
Bridge Engineer

ORESON
STATE HIGHWAY COMMISSION
COTTAGE GROVE CONNECTION OVERCROSSING
GENERAL DETAILS

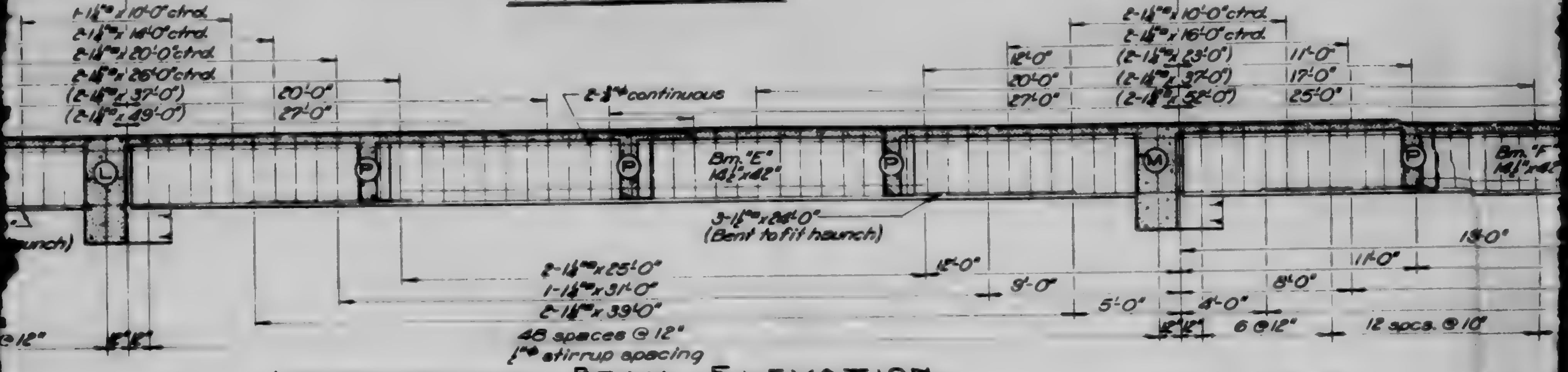
SCALE AS NOTED
NOVEMBER 16, 1954
CHECKED BY

DRAWN BY C.E.M.
TRACED BY C.O.F.

SHEET 4 OF 7
BRIDGE NO. 7832
DRAWING NO. 11784

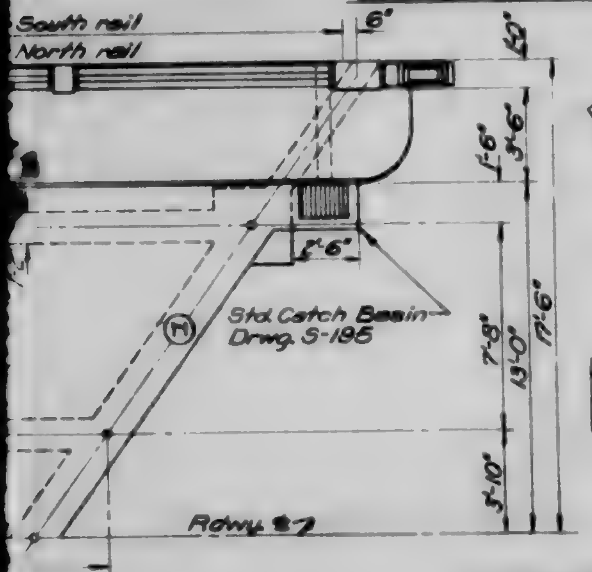


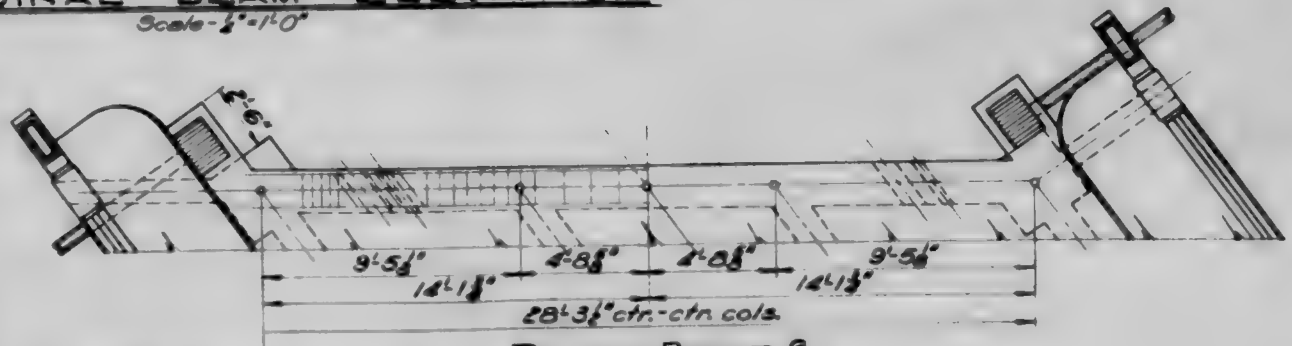
PART PLAN



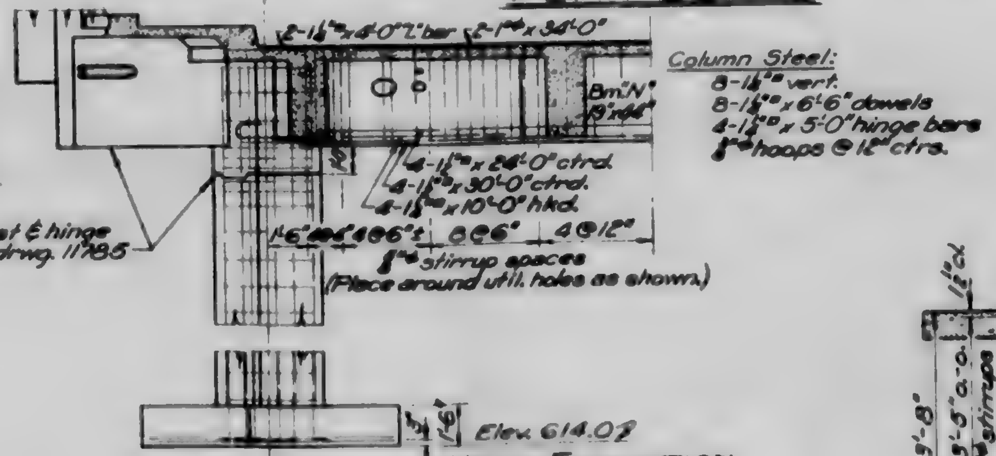
LONGITUDINAL BEAM ELEVATION

Scale-½"=1'-0"

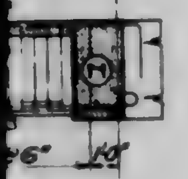




PLAN-BENT 6



HALF ELEVATION
BENT 6



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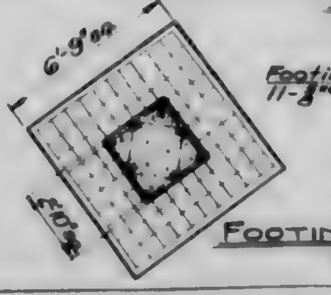
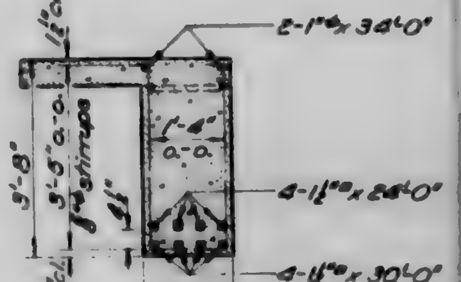


FOOTING PLAN-BENT 6

Scale-½"=1'-6"



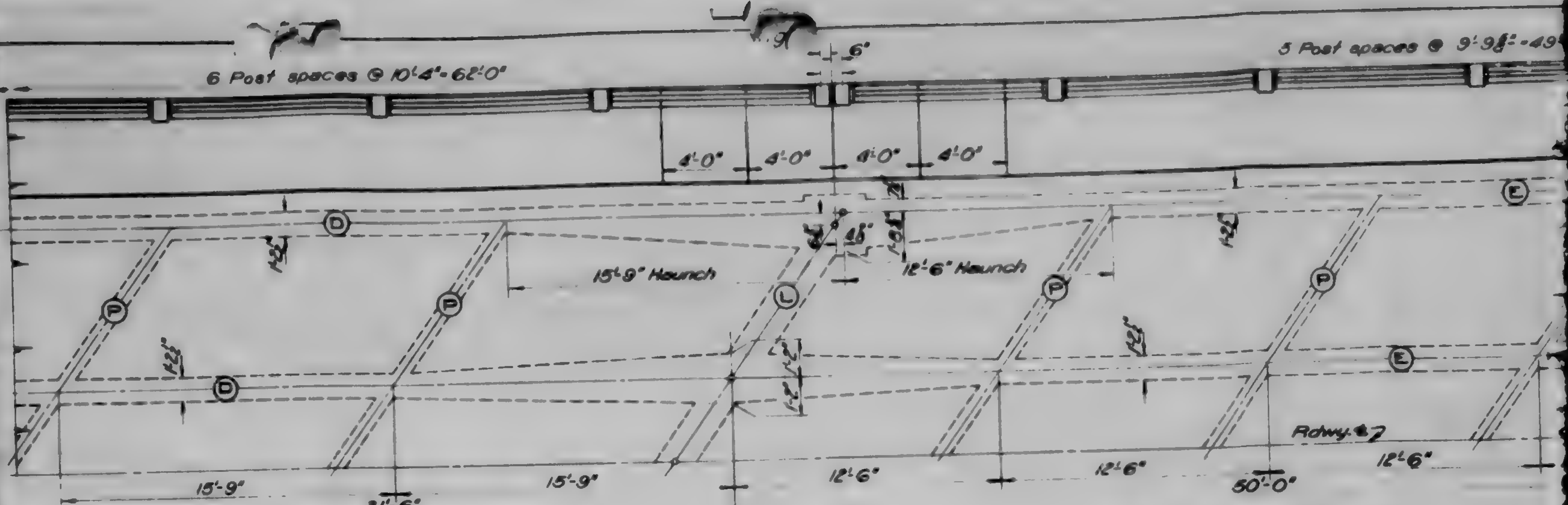
BM. "N"
19"x44"

Scale-½"=1'-0"

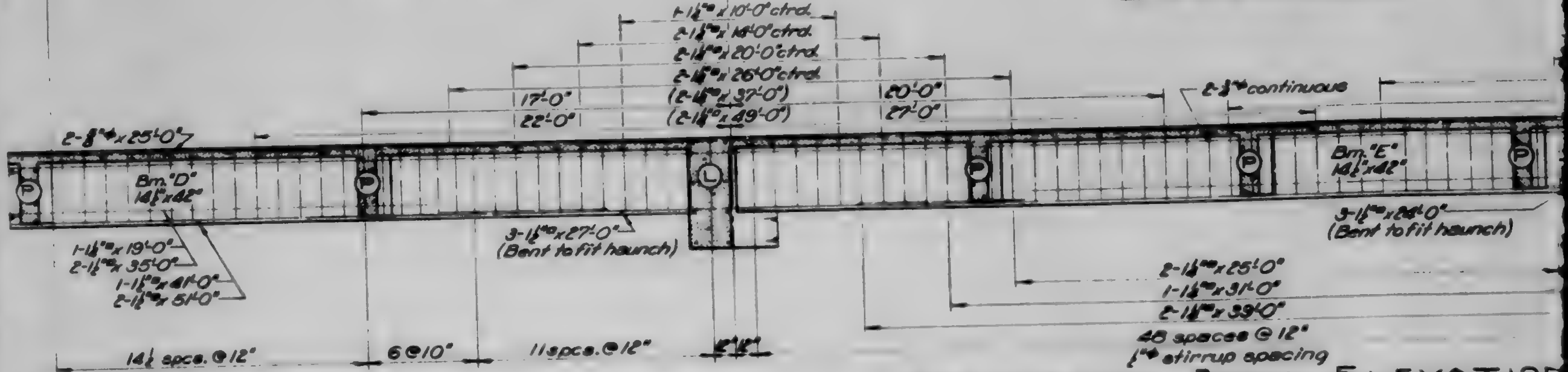
NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE ½"=1'-0" SHOULD BE READ ¼"=1'-0".
INDICATED SCALE 1"=10'-0" SHOULD BE READ 1"=20'-0".

Approved:

Bridge Engineer

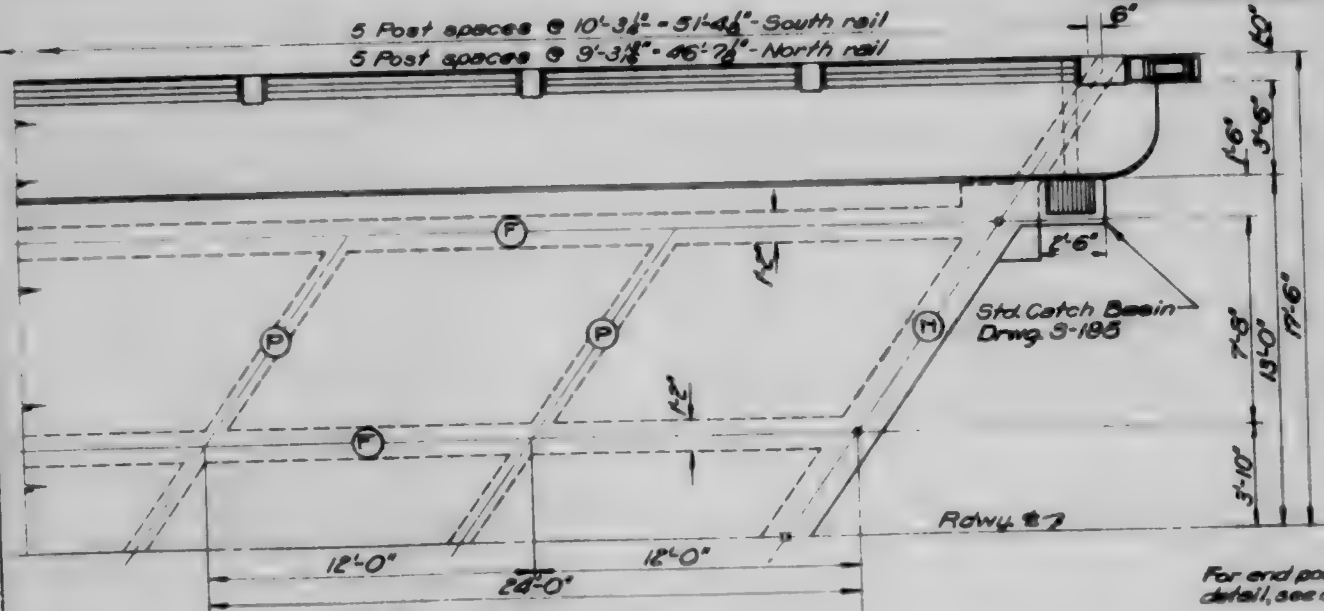


PART PLAN

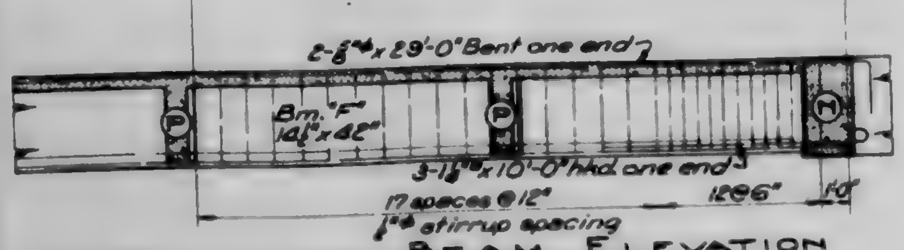


LONGITUDINAL BEAM ELEVATIO

Scale-¼"=1'-0"

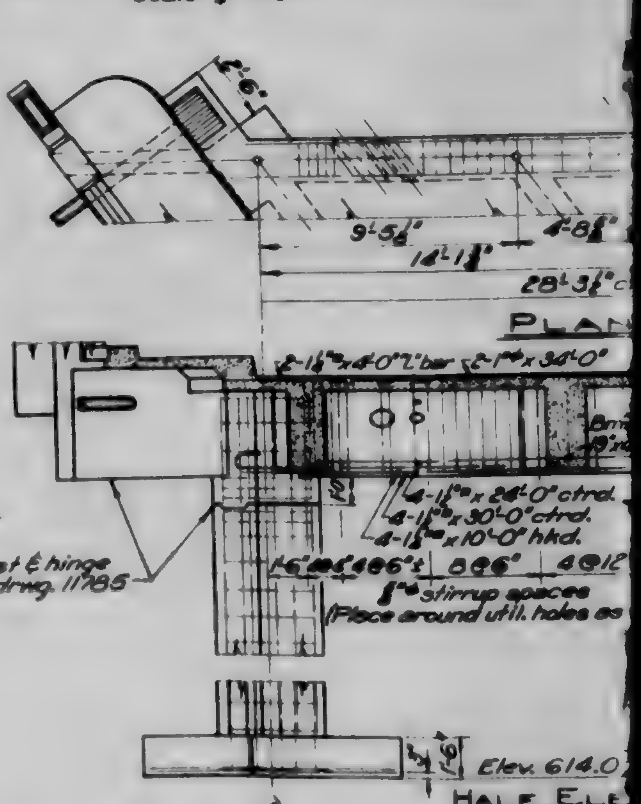

5 Post spaces @ 10'-3½" - 51'-4½" - South rail
5 Post spaces @ 9'-3½" - 46'-7½" - North rail
6"
1'-6"
3'-6"
2'-6"
Std. Catch Basin Drwg. S-185
F
P
H
7'-8"
13'-0"
19'-6"
3'-10"
Rdwy. ℄
12'-0"
12'-0"
24'-0"

PART PLAN



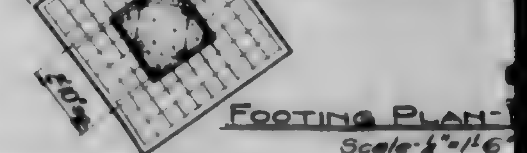
LONGITUDINAL BEAM ELEVATION

Scale-¼"=1'-0"



HALF ELE

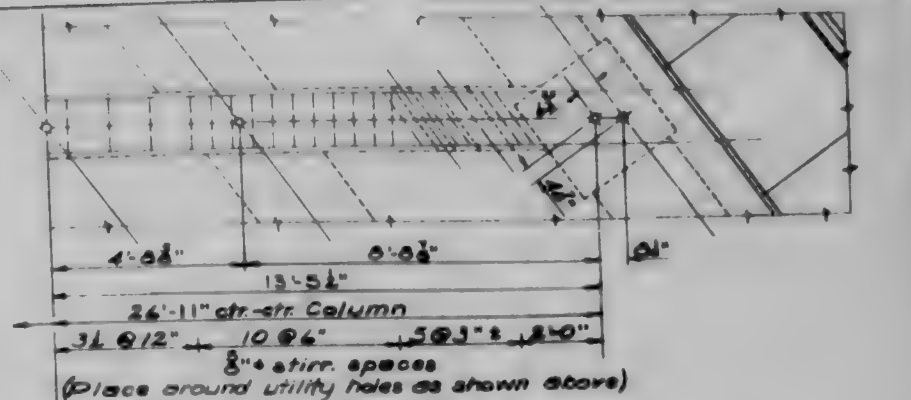
BENT



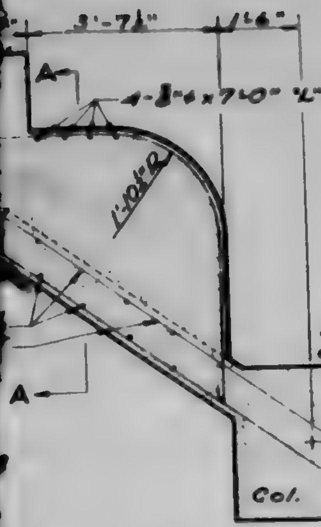
FOOTING PLAN-

Scale-⅛"=1'-6"

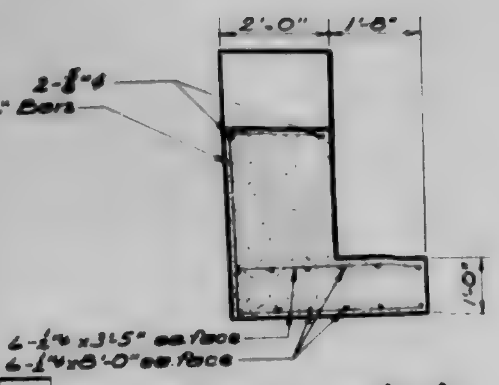
NOTE
THE SCALE OF THIS PRINT IS
½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE ¼"=1'-0"
SHOULD BE READ ⅛"=1'-0"
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"



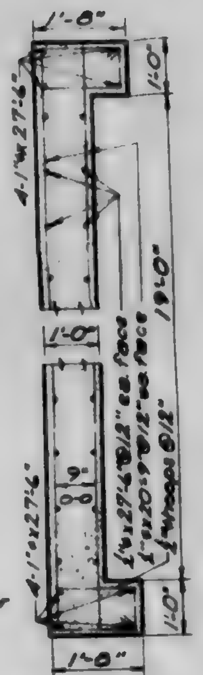
PLAN BENT 3 & 4



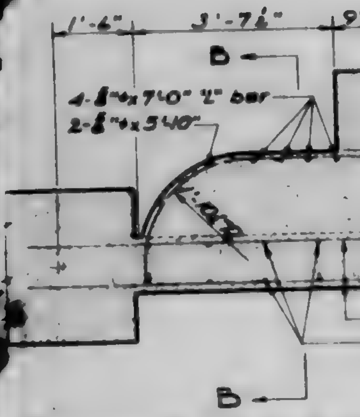
PLAN CURB END



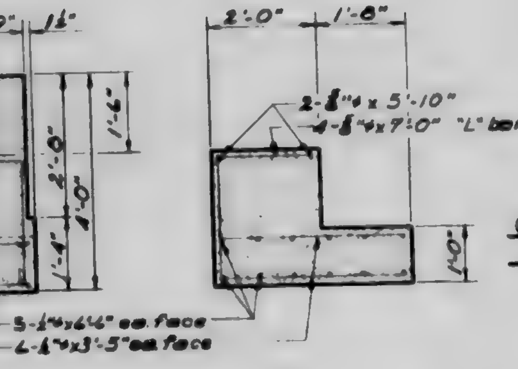
SECTION A-A



COLLISION WALL

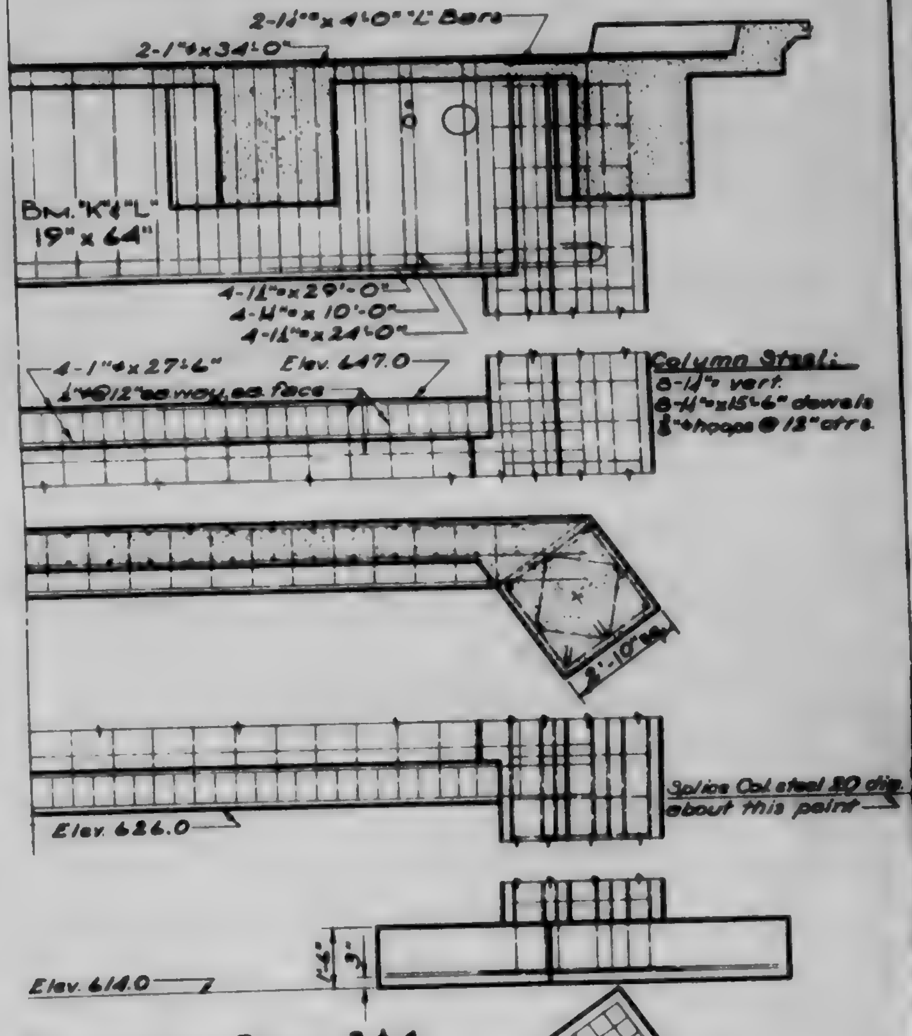


PLAN CURB END

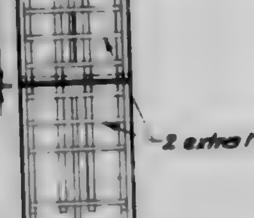


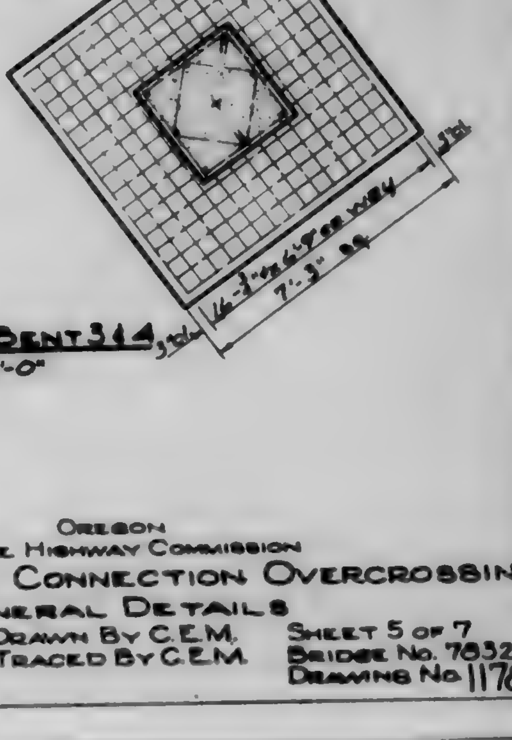
SECTION B-B

Scale: ½" = 1'-0"



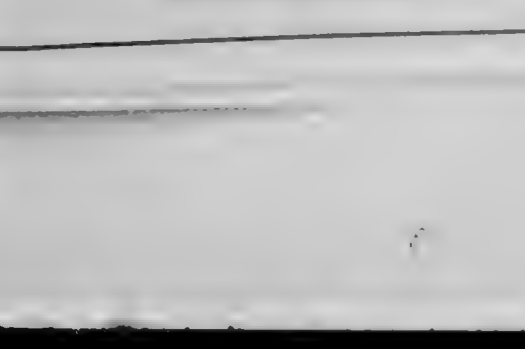
ELEVATION BENT 3 & 4





FOOTING PLAN BENT 3 & 4

Scale ⅜" = 1'-0"



HINGE DATA

NOTE

THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DWG.
FOR EXAMPLE:
INDICATED SCALE ¾" = 1'-0"
SHOULD BE READ ⅜" = 1'-0",
INDICATED SCALE 1" = 10'-0"
SHOULD BE READ 1" = 20'-0"

Approved:

Bridge Engineer

OREGON
STATE HIGHWAY COMMISSION

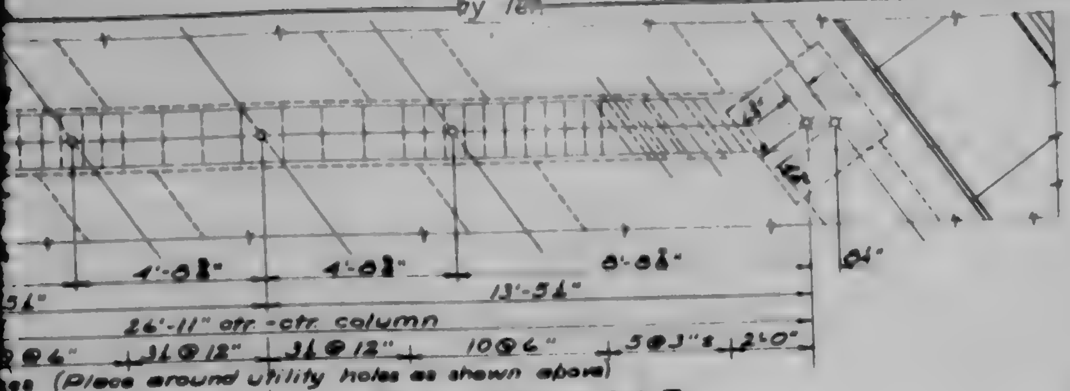
COTTAGE GROVE CONNECTION OVERCROSSING

GENERAL DETAILS

SCALE AS NOTED
NOVEMBER 17, 1954
CHECKED BY

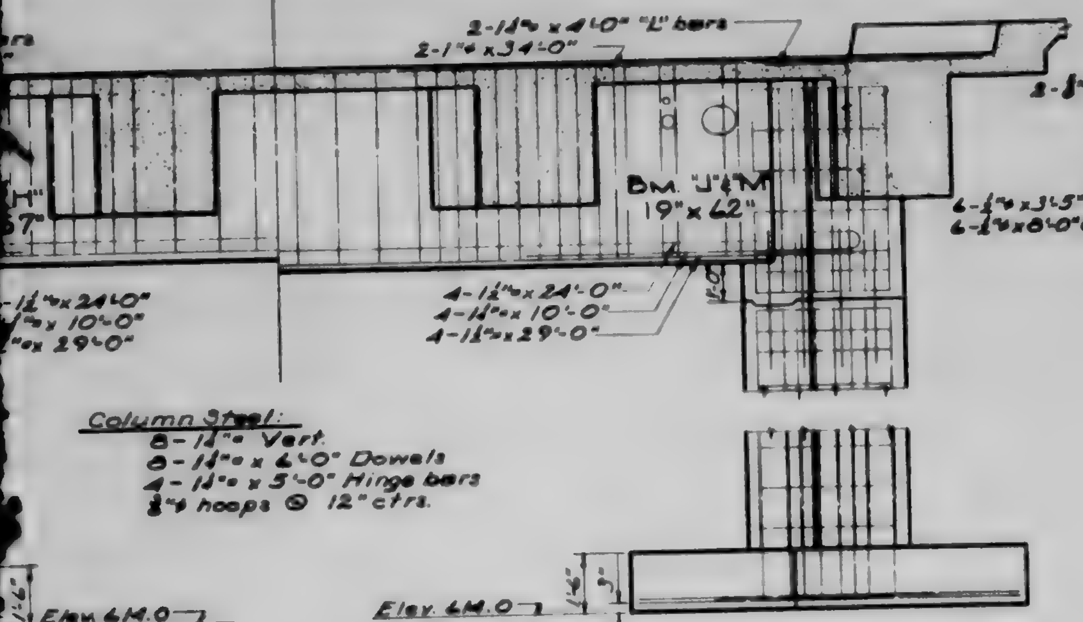
DRAWN BY C.E.M.
TRACED BY C.E.M.

SHEET 5 OF 7
BRIDGE No. 7832
DRAWING No. 1178



ENT 1

PLAN BENT 2 & 5

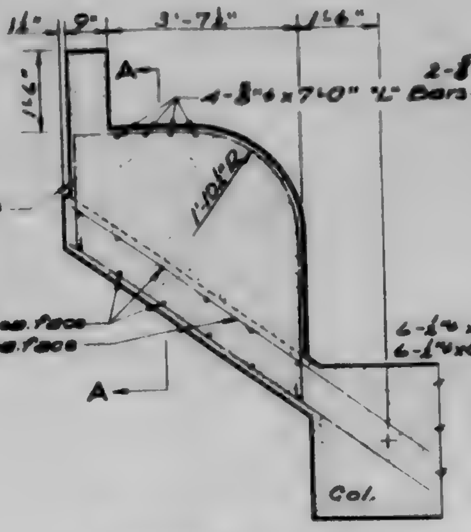


Column Steel:
8-1½"⌀ Vert.
8-1½"⌀ x 6'-0" Dowels
4-1½"⌀ x 5'-0" Hinge bars
⅜"⌀ hoops @ 12" ctrs.

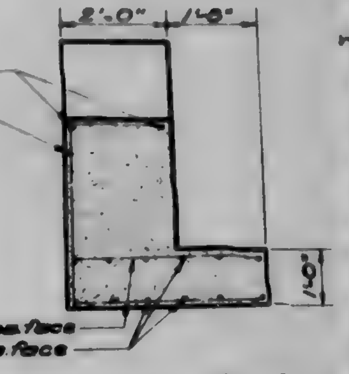
BENT 1

ELEVATION BENT 2 & 5

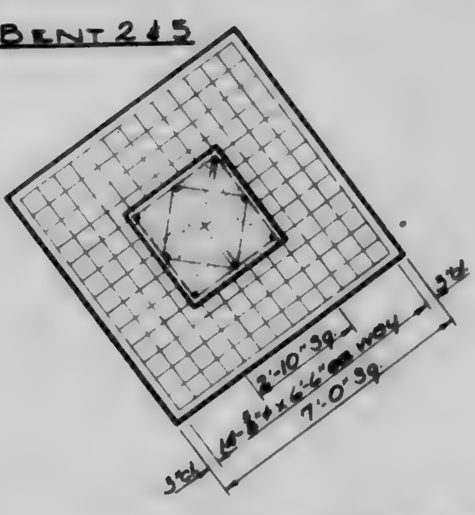
Scale: ⅛" = 1'-0"



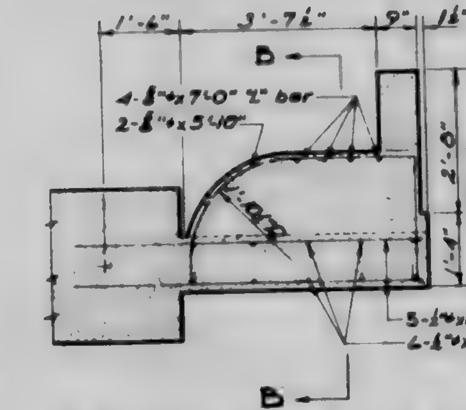
PLAN CURB END



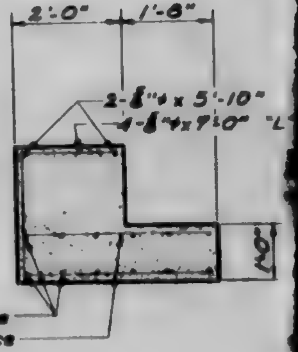
SECTION A-A



FOOTING PLAN BENT 2 & 5

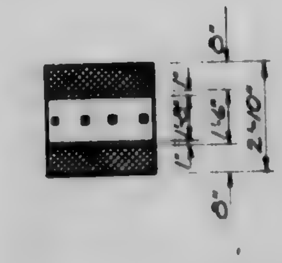


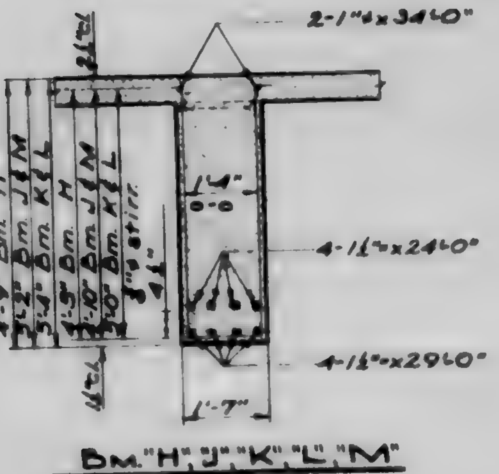
PLAN CURB END



SECTION B-

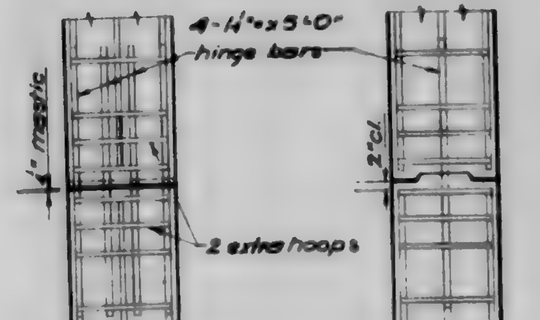
Scale: ½" = 1'-0"





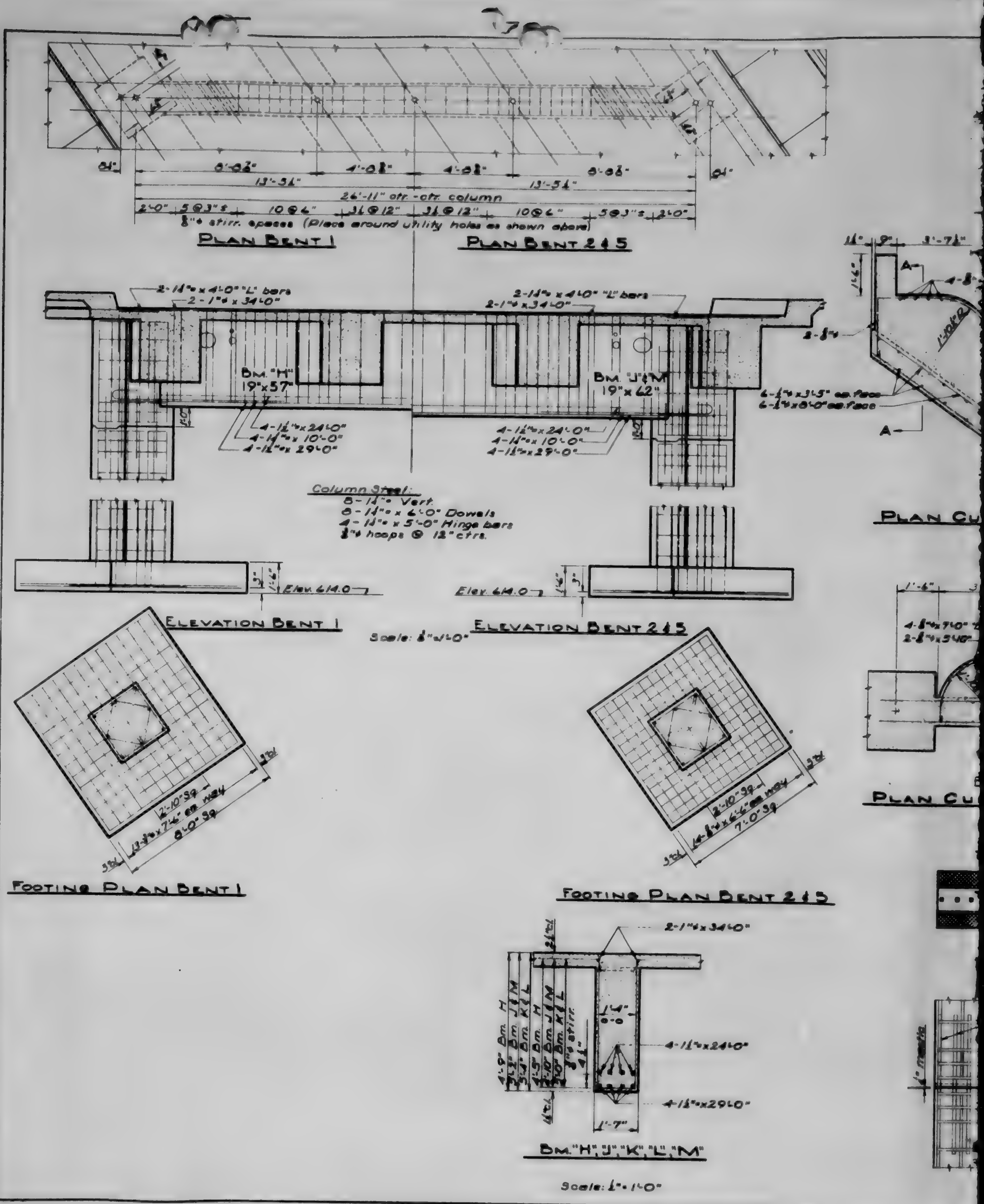
BM. "H", "J", "K", "L", "M"

Scale: ½" = 1'-0"



HINGE DATA

N
THE SCALE
½ THAT OF
FOR EXAMP
INDICATED
SHOULD BE
INDICATED
SHOULD BE



PLAN BENT 1

PLAN BENT 2 & 5

ELEVATION BENT 1

Scale: ⅛"=1'-0"

ELEVATION BENT 2 & 5

FOOTING PLAN BENT 1

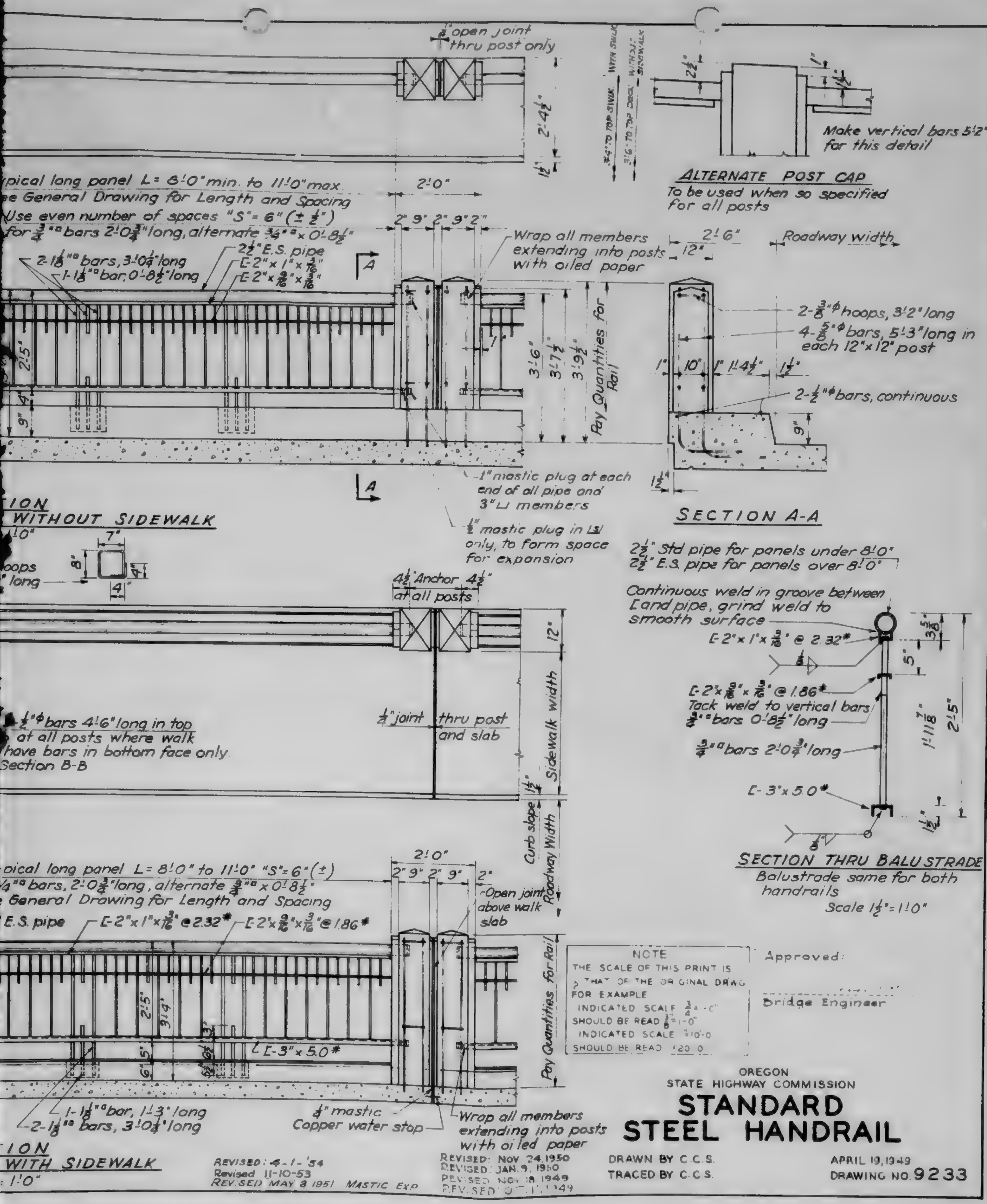
FOOTING PLAN BENT 2 & 5

BM. "H", "J", "K", "L", "M"

Scale: ½" = 1'-0"

PLAN CU

PLAN CU



½" open joint thru post only
WITH SWLK
WITH OUT SIDEWALK
3'4" TO TOP SWLK
3'6" TO TOP DECK
2'4½"
1½"
2½"
1"
½"
Make vertical bars 5'2" for this detail
ALTERNATE POST CAP
To be used when so specified for all posts
ypical long panel L= 8'0" min. to 11'0" max.
ee General Drawing for Length and Spacing
Use even number of spaces "S"= 6" (± ½")
for ¾" □ bars 2'0¾" long, alternate ¾" □ x 0'8½"
2'0"
2" 9" 2" 9" 2"
2-1⅛" □ bars, 3'0¾" long
1-1⅛" □ bar, 0'8½" long
2½" E.S. pipe
[-2" x 1" x 3/16"
[-2" x 9/16" x 3/16"
A
Wrap all members extending into posts with oiled paper
2'5"
4"
9"
1"
3'6"
3'7½"
3'9½"
Pay Quantities for Rail
2'6"
12"
Roadway width
2-⅜" ϕ hoops, 3'2" long
4-⅝" ϕ bars, 5'3" long in each 12" x 12" post
1" 10" 1" 1'4½" 1½"
2-½" ϕ bars, continuous
9"
1½"
1" mastic plug at each end of all pipe and 3" ⊔ members
½" mastic plug in ⊔s only, to form space for expansion
TION
WITHOUT SIDEWALK
1'0"
SECTION A-A
2½" Std. pipe for panels under 8'0"
2½" E.S. pipe for panels over 8'0"
7"
8"
4"
4"
oops
" long
4½" Anchor 4½" at all posts
12"
Sidewalk width
½" joint thru post and slab
½" ϕ bars 4'6" long in top at all posts where walk have bars in bottom face only Section B-B
1½"
Curb slope
Roadway Width
Continuous weld in groove between [and pipe, grind weld to smooth surface
[-2" x 1" x 3/16" @ 2.32#
3⅝"
5"
[-2" x 9/16" x 3/16" @ 1.86#
Tack weld to vertical bars
¾" □ bars 0'8½" long
¾" □ bars 2'0¾" long
1'11⅞"
2'5"
[-3" x 5.0#
1½"
SECTION THRU BALUSTRADE
Balustrade same for both handrails
Scale 1½" = 1'0"
pical long panel L= 8'0" to 11'0" "S"= 6" (±)
¾" □ bars, 2'0¾" long, alternate ¾" □ x 0'8½"
e General Drawing for Length and Spacing
E.S. pipe
[-2" x 1" x 3/16" @ 2.32#
[-2" x 9/16" x 3/16" @ 1.86#
2'0"
2" 9" 2" 9" 2"
Open joint above walk slab
Pay Quantities for Rail
2'5"
3'4"
6"
5"
[-3" x 5.0#
1-1⅛" □ bar, 1'3" long
2-1⅛" □ bars, 3'0¾" long
½" mastic
Copper water stop
Wrap all members extending into posts with oiled paper
TION
WITH SIDEWALK
: 1'0"

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG
FOR EXAMPLE
INDICATED SCALE ¾" = 1'-0"
SHOULD BE READ ⅜" = 1'-0"
INDICATED SCALE 1" = 10'-0
SHOULD BE READ 1" = 20'-0

Approved:

Bridge Engineer

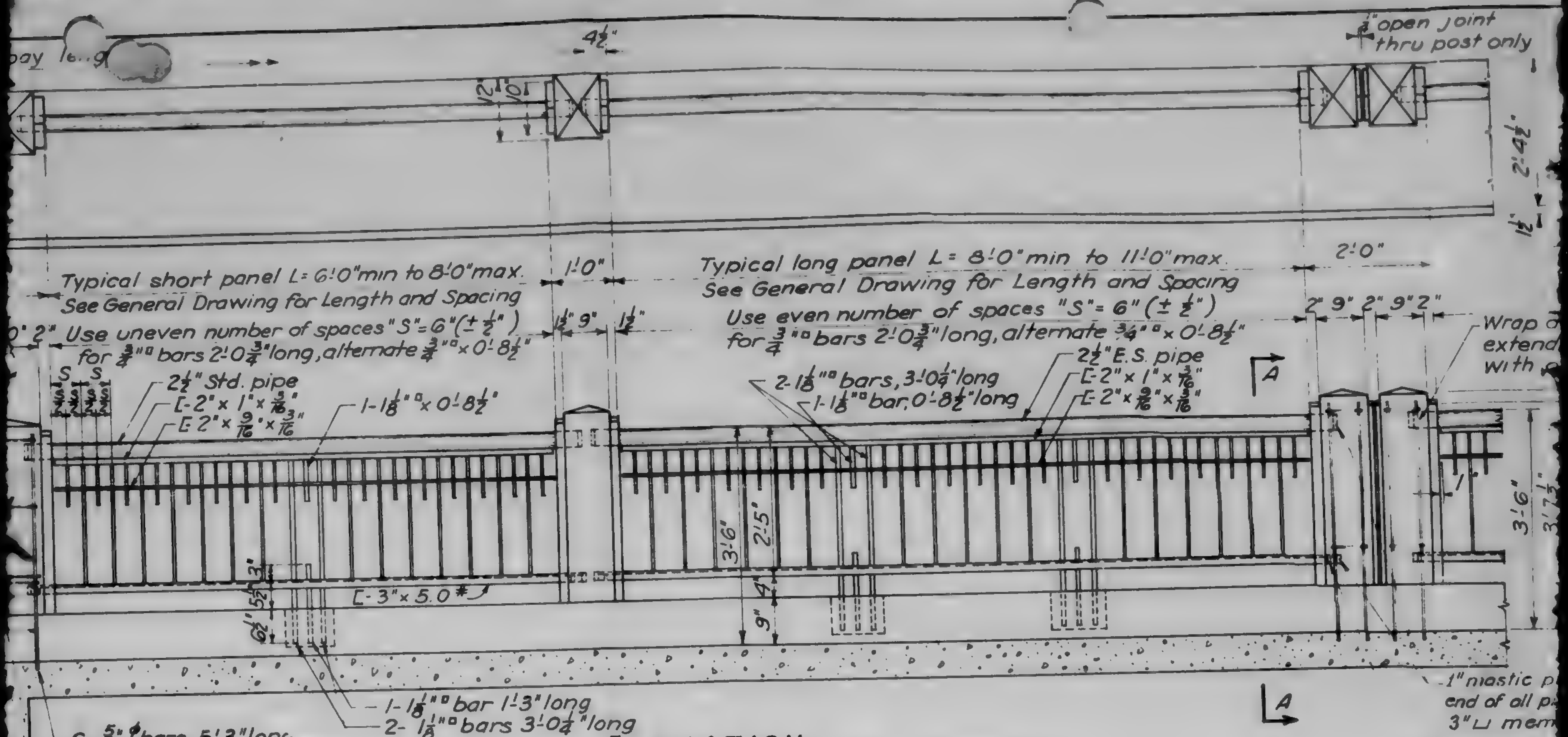
OREGON
STATE HIGHWAY COMMISSION

STANDARD STEEL HANDRAIL

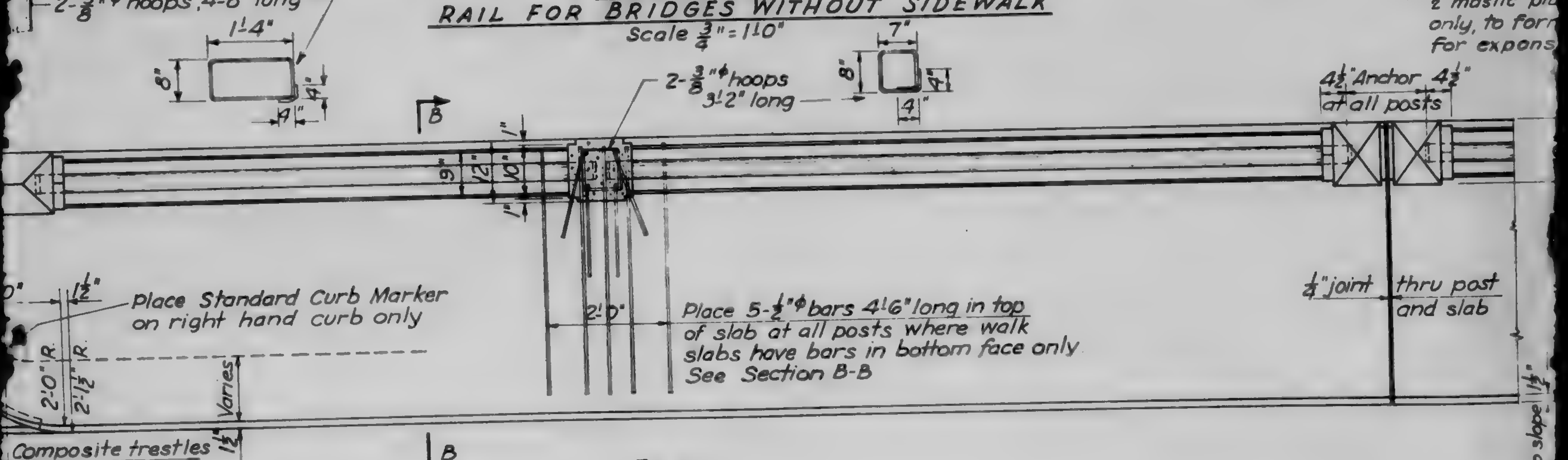
REVISED: 4-1-'54
Revised 11-10-53
REVISED MAY 8 1951 MASTIC EXP.
REVISED: NOV 24, 1950
REVISED: JAN. 9, 1950
REVISED NOV 18, 1949
REVISED OCT 11, 1949

DRAWN BY C.C.S.
TRACED BY C.C.S.

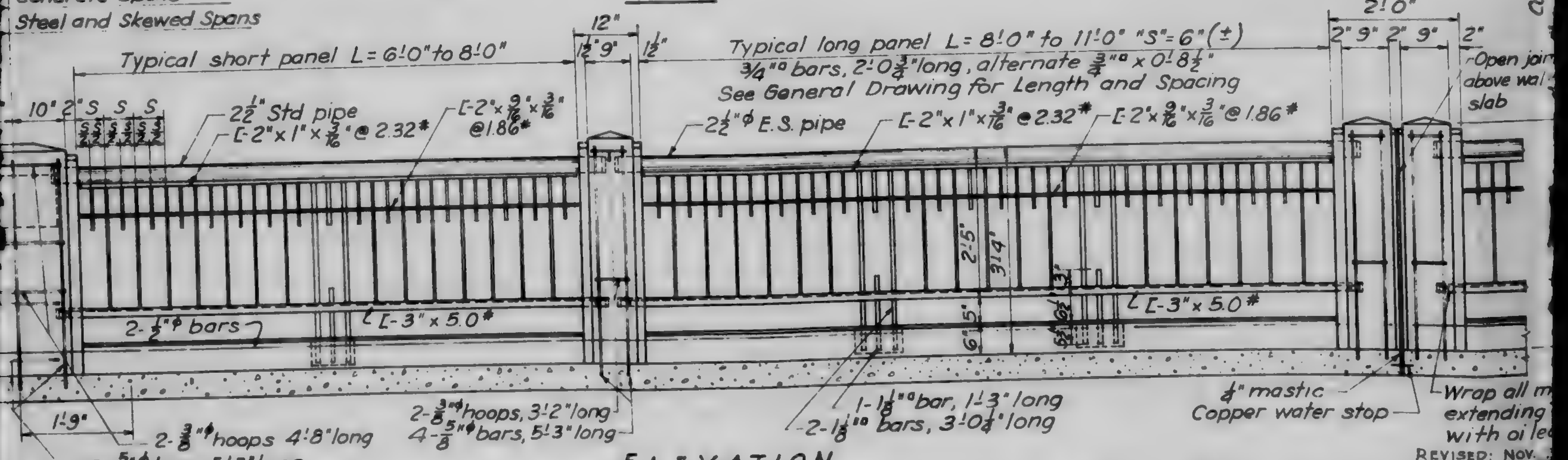
APRIL 19, 1949
DRAWING NO. 9233



ELEVATION
RAIL FOR BRIDGES WITHOUT SIDEWALK
Scale ¾" = 1'-0"



PLAN

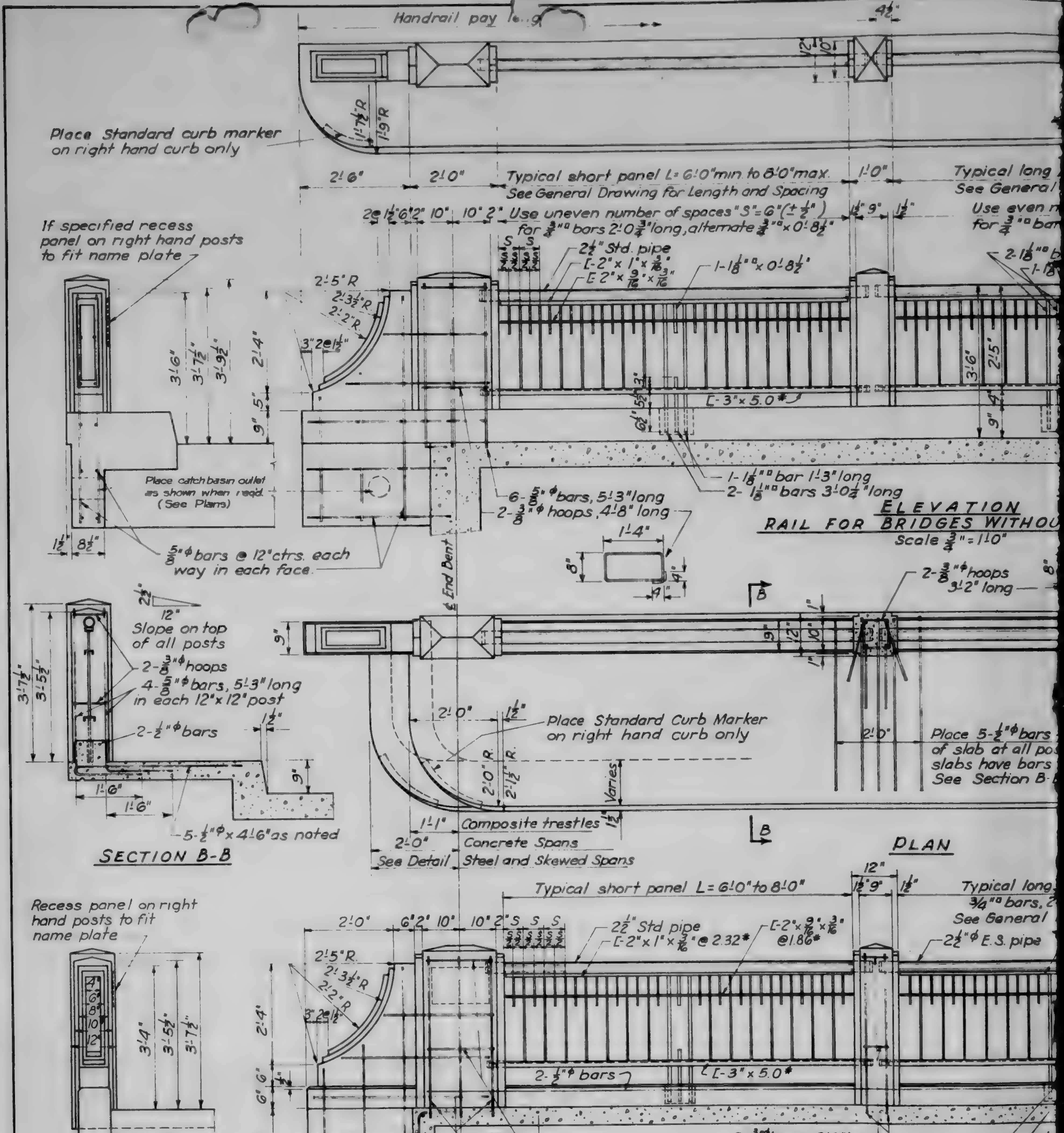


@ 12" ctrs. ea way, ea. face

ELEVATION
RAIL FOR BRIDGES WITH SIDEWALK
Scale ¾" = 1'-0"

REVISED: 4-1-'54
Revised 11-10-53
REVISED MAY 8, 1951 MASTIC EXP

REVISED: NOV.
REVISED: JAN
REVISED NOV.
REVISED: OC

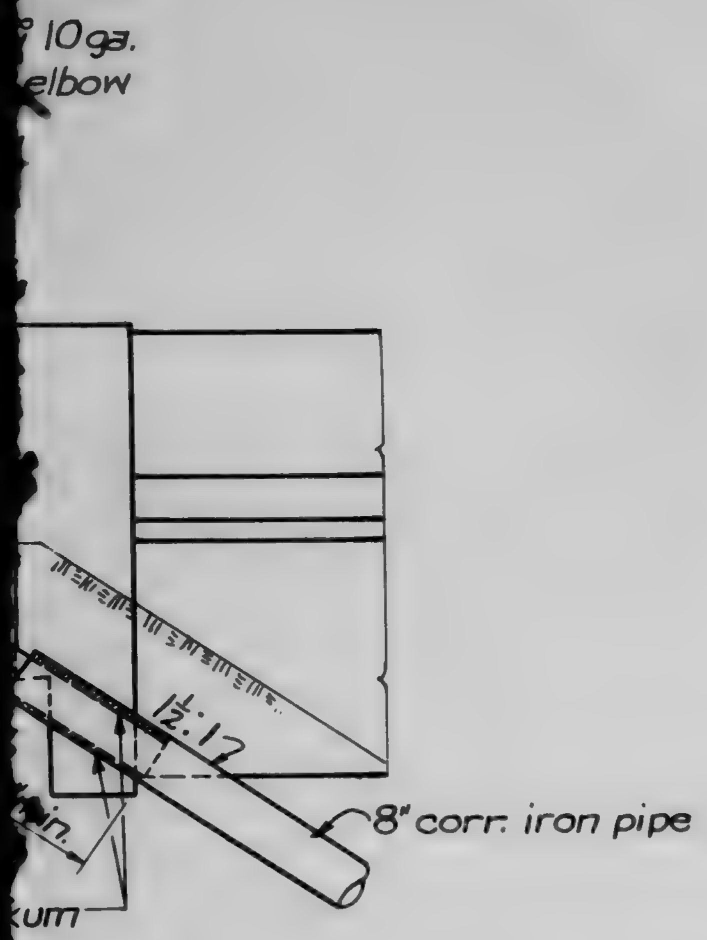


ELEVATION
RAIL FOR BRIDGES WITHOU
Scale 3/4" = 1'0"

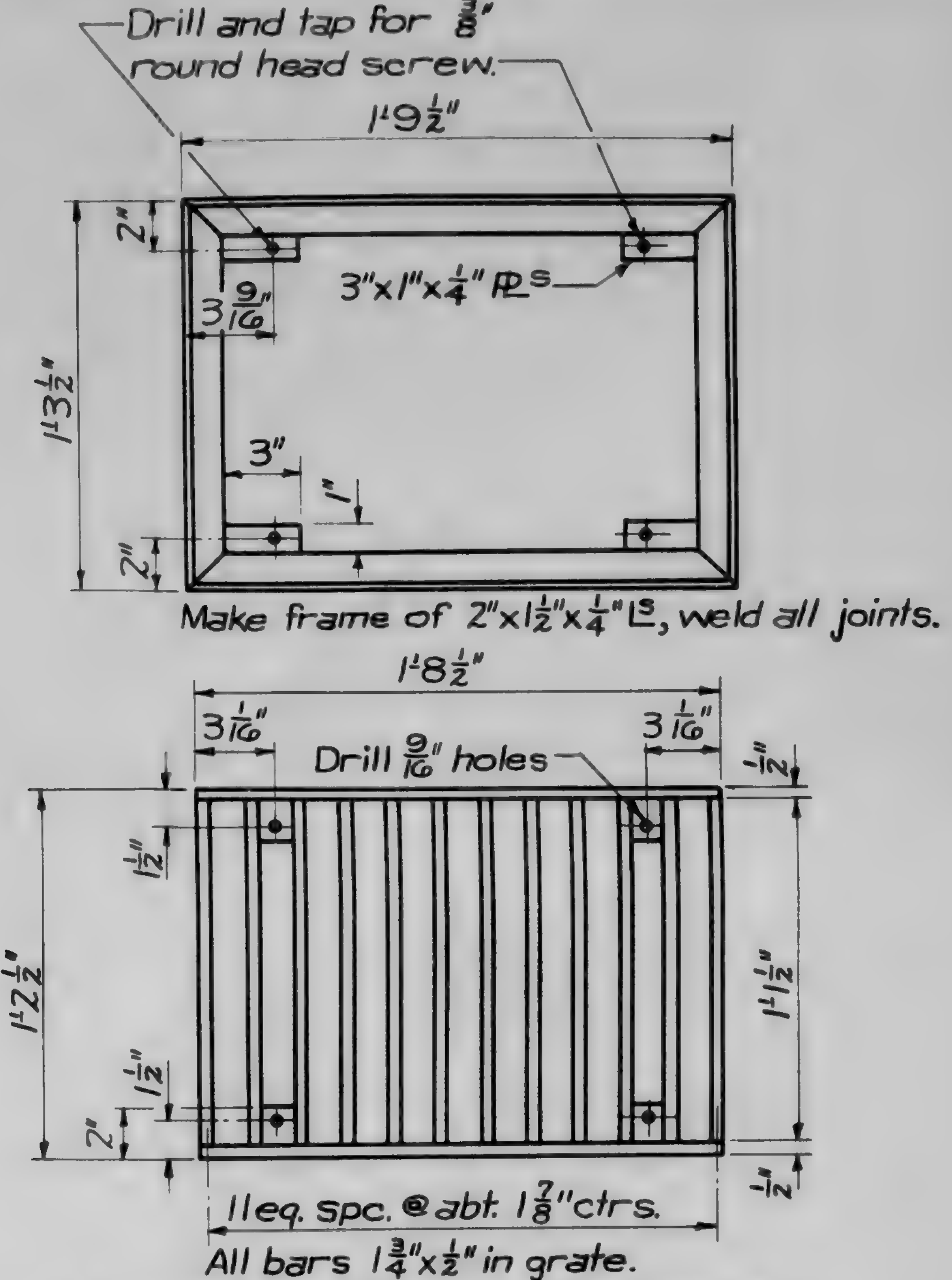
SECTION B-B

PLAN

ELEVATION
RAIL FOR BRIDGES WITH S
Scale 3/4" = 1'0"



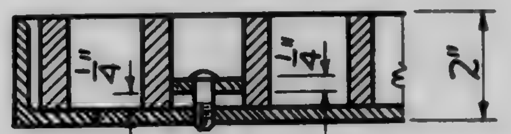
ATION
3/8"=1'0"


Drill and tap for 3/8" round head screw.
1'9 1/2"
2"
3 9/16"
3"x1"x1/4" Pls
1'3 1/2"
3"
1"
2"
Make frame of 2"x1 1/2"x1/4" Ls, weld all joints.
1'8 1/2"
3 1/16"
3 1/16"
Drill 9/16" holes
1/2"
1/2"
1'2 1/2"
1'1 1/2"
1/2"
2"
1/2"
11 eq. spc. @ abt. 1 7/8" ctrs.
All bars 1 3/4"x1/2" in grate.

PLAN OF GRATE & FRAME

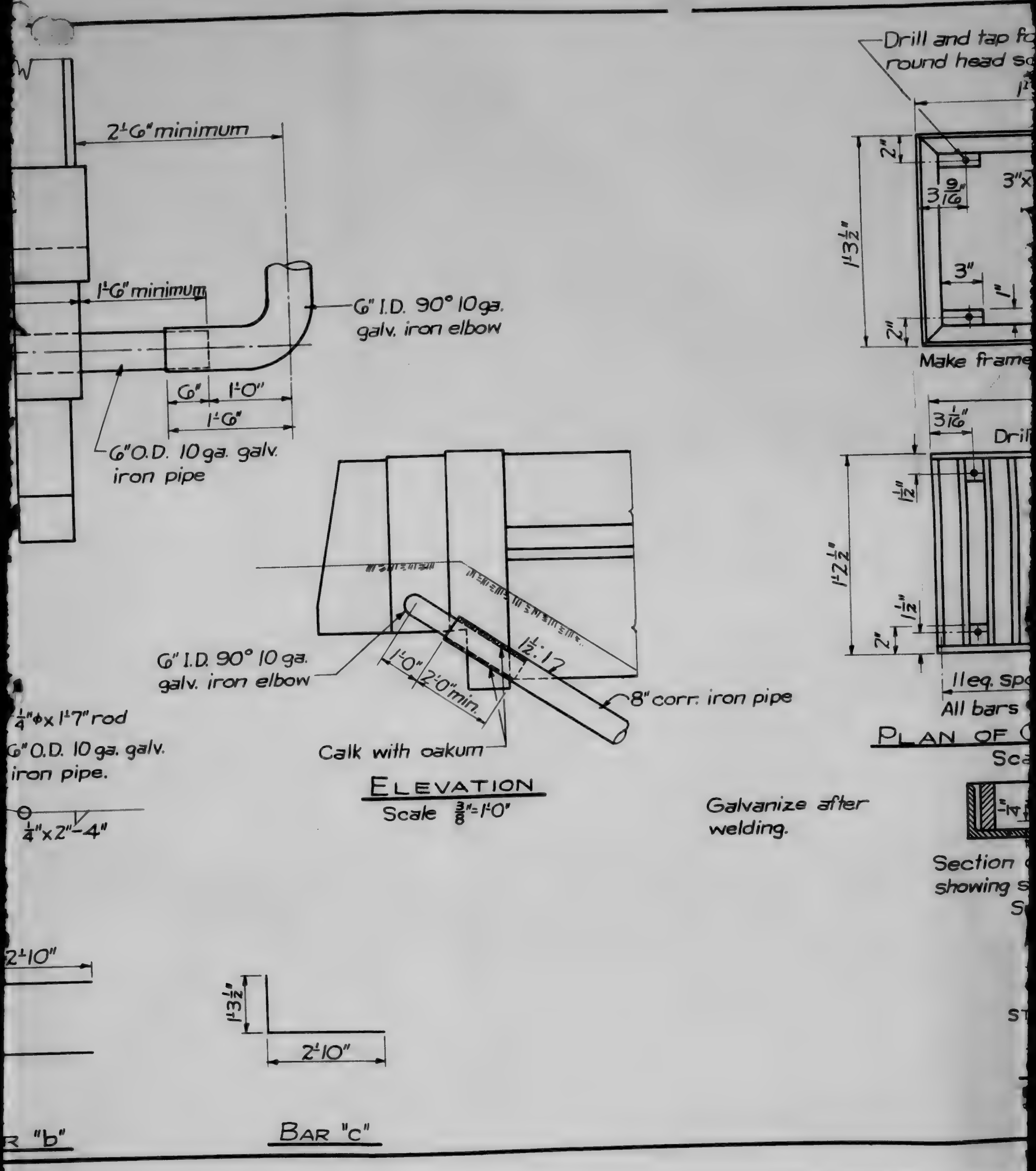
Scale 1 1/2"=1'0"

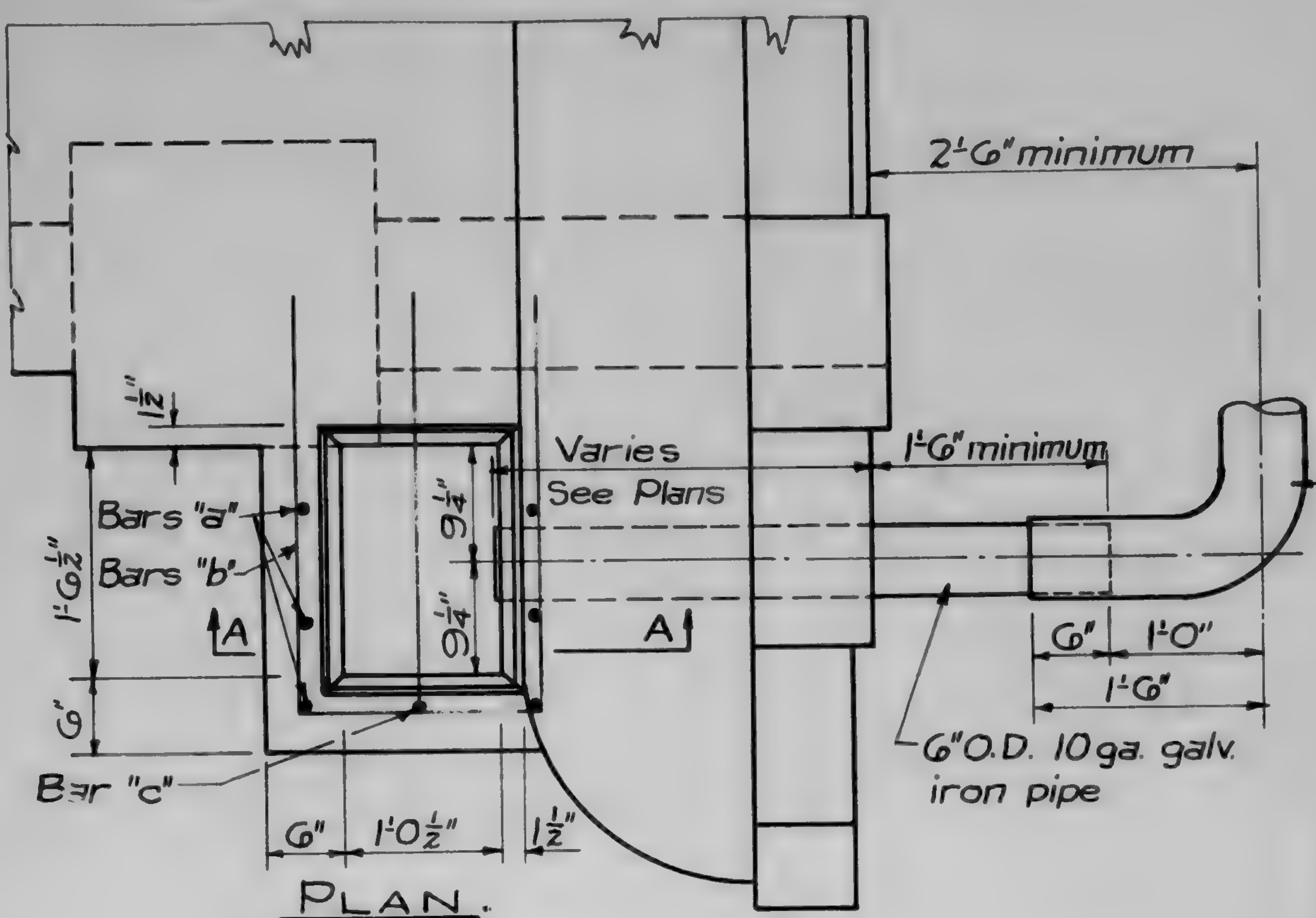
Galvanize after welding.



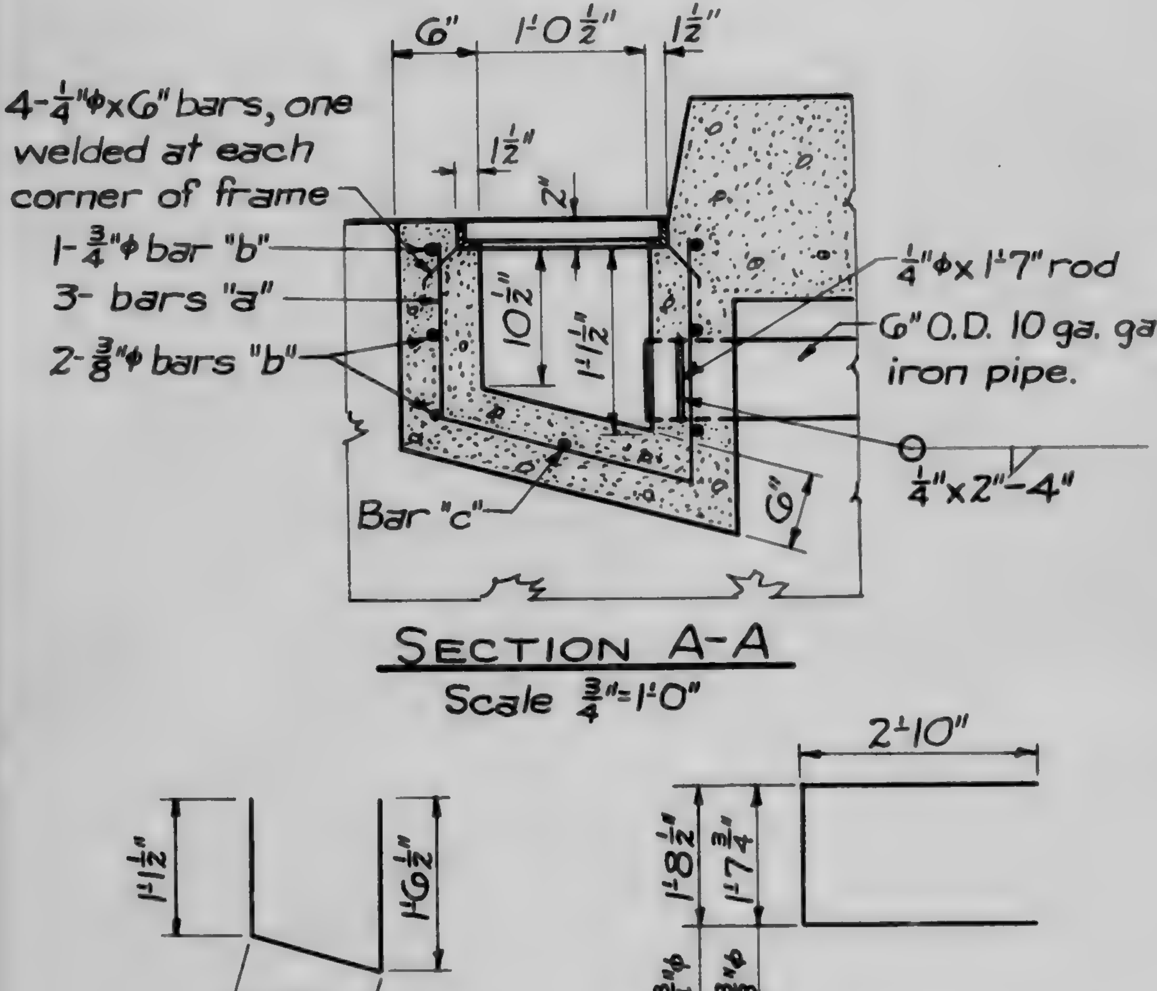
Section of frame and grate showing screw in place.
Scale 3"=1'0"

OREGON
STATE HIGHWAY COMMISSION
STANDARD
CATCH BASIN DETAILS
Nov. 10, 1953
Dwg. No. S-195

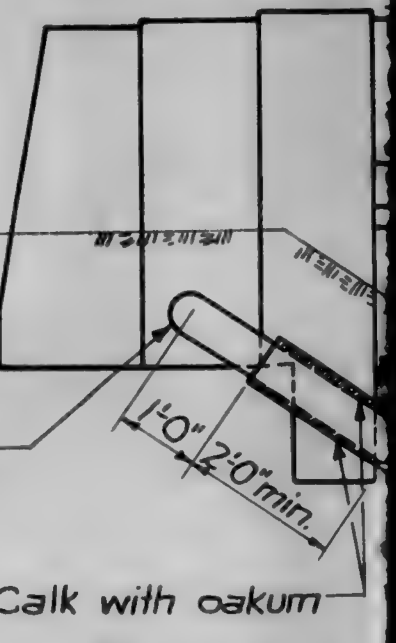

Drill and tap fo
round head sc
1'
2'-6" minimum
1'-6" minimum
6" I.D. 90° 10 ga.
galv. iron elbow
6"
1'-0"
1'-6"
6" O.D. 10 ga. galv.
iron pipe
2"
3 9/16"
3"x
1'-3 1/2"
3"
1"
2"
Make frame
3 1/16"
Dril
1 1/2"
1'-2 1/2"
1 1/2"
2"
11 eq. spa
All bars
1 1/2 : 12
1'-0"
2'-0" min.
6" I.D. 90° 10 ga.
galv. iron elbow
8" corr. iron pipe
Calk with oakum
1/4" ϕ x 1'-7" rod
6" O.D. 10 ga. galv.
iron pipe.
1/4" x 2" - 4"
ELEVATION
Scale 3/8" = 1'-0"
PLAN OF
Sca
Galvanize after
welding.
Section
showing s
S
ST
2'-10"
1'-3 1/2"
2'-10"
R "b"
BAR "c"



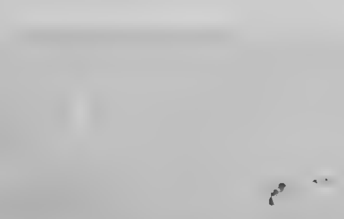
PLAN.
Scale ¾"=1'-0"



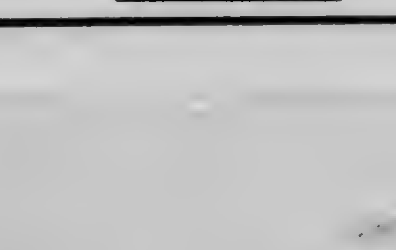
SECTION A-A
Scale ¾"=1'-0"



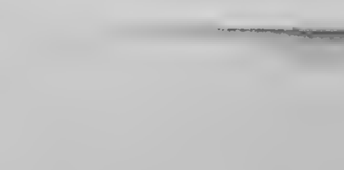
ELEVATIO
Scale ⅜"=1'-0"



BAR "a"



BAR "b"



BAR "c"

F-222(4) Blodgett Overcrossing 1954

#4333

4233

RECEIVED
SEP 21 1957
FOR FILING

Monthly transaction number 9-78	For -2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project report number 5	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Benton
		Project number F-222(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 20, 19 55, is hereby modified as follows:

4233

Revised estimated total cost of project	$ 144,096.38
Revised Federal funds	$ 89,310.00

Other revisions - None.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the ~~23rd~~ day of ~~September~~, 19 57.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Reynolds

Chairman, State Highway Commission
(Title)

By M K McIver

Member, State Highway Commission
(Title)

By W P Sturman

Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C H Polk
Division Engineer

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11170

Form PR 2 (Revised 1950)

1630

State Oregon

Federal Aid Project No. F-222(4)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of June, 19 55, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 20th day of August, 19 54, a program, which was approved on the 7th day of September, 19 54, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 22nd day of November, 19 54, and the sum of eighty thousand and 00/100 dollars ($80,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources ______ (State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 828+00 in the SE 1/4, Section 22, T. 11 S., R. 7 W., W.M., and survey station 853+00 in the NE 1/4, Section 27, T. 11 S., R. 7 W., W.M., without exception, ______, length 0.473 miles, in Benton County, being Oregon Federal Aid project No. F-222(4), consisting of 0.417 miles of roadway and one bridge of more than 20 feet clear span, 0.056 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

JUN 16 1955 ★
DIVISION

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of

eighty thousand and 00/100

dollars ($80,000.00), which does not exceed the authorized Federal pro rata share of

one hundred thirty-six thousand, one hundred fifty-two and 50/100

dollars ($136,152.50), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest
SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—11379-5

A4.65

RECEIVED
JUN 16 1955
DIVISION 8

F 222 (4)
4333

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 9, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4333	12 Final	L. B. Read	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16841	R-157982	$ 20,047.90	8/9/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Frances Cole
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: to Aug. 1, 1956

Completion Date: June 21, 1956

Date Accepted: July 12, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-10-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: AUG 10 1956

Ruth Rawlings

NOTED ON CARD
9

RECEIVED
JUL 30 1956
FOR FILING

F-222 (4)

4333

July 30, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn: G. H. Burnett

Gentlemen:

State highway contract No. 4333 for work performed on Blodgett Overcrossing Section of the Corvallis-Newport Highway in Benton County was completed by the contractor, L. B. Read, on June 21, 1956 and was formally accepted by the Highway Commission on July 12, 1956.

Final payment in the amount of $20,047.90 will be released to the contractor on or after August 9, 1956. The total contract amount is $136,565.14 of which amount $299.55 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

NOTED ON CARD

7-30-56

Form E-1—[illegible]

1

O[illegible]ON STATE HIGHWAY DEPARTM[illegible]

F-222(4)

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section	Bledgett Overcrossing	For Week Ending	June 23, 1956, 19
Highway	Corvallis-Newport	Kind of work	Bridge, Grading & Paving
Contractor	L.B.Read	Section prefix	2-1034
		Contract number	4333
Date of contract	Dec. 30, 1954, 19	Date of completion	Aug. 31, 1955, 19
Date work started	, 19	Estimated date of completion	, 19
Project authorization	$	Per cent of time elapsed	%
Exclusive of Engineering	$		

Estimated cost of completed project, exclusive of engineering . . . . $

Estimated per cent overrun or underrun . . . . %

Per cent of contract completed, based on total contract price . . . . %

Engineering authorization . . . . $

Engineering cost to date $, %

Date project was completed June 21, 1956, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Emergency assignment to completion of this project vice Dave Moehring. Surfacing was laid in the late fall of 1955 and binder course of 200-300 applied. Slight deformation and pot holes and loss of oil binder occured over the winter. Surface was leveled with AC before machine work started. Survey party spent a day recovering center line and placing centers for pavement. Work started Tuesday and completed Thursday.

RECEIVED
JUN [illegible] 1956

NOTED
FURREST COOPER

NOTED
L H. Young

Signed S J Walter

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 92073

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	.42	.42			.42
Miles partially completed	.42	.42			.42
Miles completed	.42	.42			.42
Total estimated quantities (contract)	34,000	3,700			1,200
Total quantities corrected to date					
Estimated quantities moved or placed to date					1,193.47
Average daily quantities					398
Average daily quantities necessary to complete project on time					complete
Number shifts per day					1
Hours per shift					8
Average force on project for week					20

Men	12
Supervision	2
Men and trucks under 3 tons	
Men and trucks over 3 tons	6
Men and tractors	

Equipment used during week: Shovels ...., Power graders ...1.., Rollers ...2.., Mixers ...., Paving Crushing or screening plants 1

Compressors ...., Bulldozers ...., Compaction rollers ...., BG 1.........., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair all week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
MAY 4 - 1956
FOR FILING
F-222/41
4333

May 3, 1956

Mr. L. B. Read
2607 S. W. Sunset Blvd.
Portland, Oregon

Dear Sir:

The State Highway Commission at its meeting held on April 26 had under discussion your request for an extension of time from November 30, 1955 to August 1, 1956 within which to complete your contract No. 4333, covering the Blodgett Overcrossing Section of Corvallis-Newport Highway in Benton County. We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc:

J. D. Walker,
Division Engineer

O. R. Kernan,
Resident Engineer

F. M. Stephenson,
Bridge Engineer

9

RECEIVED
APR 23 1956
FOR FILING

F-[illegible]
[illegible]

April 19, 1956

Request for extension of time
No. 4
April 26 and 27 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Blodgett Overcrossing Section
Contract No. 4333

L. H. Read, contractor on the Blodgett Overcrossing Section on the Corvallis-Newport Highway in Benton County, has requested a second extension of time from November 30, 1955, to August 1, 1956, in which to complete the contract.

All work was completed before the expiration of the first time extension with the exception of the asphaltic concrete pavement. The contractor was ordered to postpone this paving until the arrival of suitable weather in 1956. Traffic has been using the structure and graded approaches for several months.

It is recommended that this extension of time be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

PHS/dp

Attached

RECEIVED
APR 17 1956
FOR FILING

F-22-(4)
[illegible]

April 12, 1956

Southern Pacific Company
65 Market Street
San Francisco 5, California

Attention: Auditor

Gentlemen:

Re: Blodgett Overcrossing
Document Audit No. 97925

Your Bill No. 435207, final for work on this project, is going forward to the Bureau of Public Roads for audit as of this date. We will advise you as to the audit results when we receive the Bureau's report. Retained percentages held on your billings for this project will not be released until such time as we do have the audit report.

Very truly yours,

R. M. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

CAG/dp
cc C. A. Gardner

4

RECEIVED
APR 17 1956
FOR FILING

F-222 (4)
43

April 12, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Blodgett Overcrossing Section
F.A.P. Oregon F-222(4)

Herewith Southern Pacific Company Bill No. 435207, final for their work at the site of the above project, and a copy of the State/railroad agreement, dated January 3, 1956. Will you please audit the bill for us.

If the auditor needs a copy of the construction contract and construction plans or any other information concerning project, please advise us, and we will send it along.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

CAG/dp

Attached

cc C. A. Gardner

FORM E-120 [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
OCT 4 1955
FOR FILING

F-222 (4)

4333

October 4, 1955

Mr. L. E. Reed
2607 S. W. Sunset Blvd.
Portland, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on September 22, had under discussion your request for an extension of time from August 31 to November 30, 1955 within which to complete your contract No. 4333, covering the Blodgett Over-crossing Section of the Corvallis-Newport Highway in Benton County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

O. R. Kennon
Resident Engineer

P. M. Stephenson,
Bridge Engineer

8

RECEIVED
SEP 20 1955
FOR FILING

F-222(4)
4[illegible]

September 17, 1955

Request for extension of time
No. 23
September 22 and 23 meeting.

Oregon State Highway Commission

Gentlemen:

Re: [illegible] Overcrossing Section
Contract No. [illegible]

L. L. [illegible], contractor on the [illegible] Overcrossing Section of the Corvallis-Newport Highway, has requested an extension of time from August 31, 1955, to November 30, 1955, in which to complete the contract.

The contractor was delayed by a considerable overrun in quantities in structural excavation and excavation below elevation shown. All this work was done during wet weather this spring and slowed up his operations considerably. All concrete pouring has been completed on the structure, and the contractor is now placing fills and making preparations to surface and pave the approach roadways.

It is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

PHS/dp

Attachment

RECEIVED
JUN 27 1955
FOR FILING

F-222(4)

4222

April 28, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing four copies of estimate as a basis for project agreement for the Blodgett Overcrossing Section, Project No. F-222 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WHC:ie

Encl.

April 28, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing four copies of estimate as a basis for project agreement for the Blodgett Overcrossing Section, Project No. F-222 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

RHC:ia

Encl.

Oregon State Highway Department

Federal Aid
Project No. F-222 (4)

BLODGETT OVERCROSSING SECTION OF THE CORVALLIS-NEWPORT HIGHWAY IN BENTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 21, 1955

Type Code 6201
Roadway (Sta. 828+00 to 853+00)

All Required	Clearing and Grubbing	$	$ 3,000.00
50 cu. yds.	Drainage Excavation, Unclassified	3.00	150.00
34,000 cu. yds.	General Excavation, Unclassified	0.27	9,180.00
83,000 yd. sta.	Short Overhaul	0.015	1,245.00
100 C-yd. sta.	Long Overhaul	0.60	60.00
0.42 mile	Finishing Roadbed and Slopes	1,000.00	420.00
1,500 lin. ft.	Rounding Cutbanks	0.20	300.00
110 lin. ft.	12-Inch Concrete Pipe	2.00	220.00
170 lin. ft.	18-inch Concrete Pipe	3.00	510.00
3,000 cu. yds.	2½" - 0 Material in Base	4.00	12,000.00
700 cu. yds.	3/4" - 0 Material in Base and Shoulders	4.20	2,940.00
50 M-gals.	Sprinkling	3.00	150.00
60 cu. yds.	3/4" - 0 Material in Binder Course	6.00	360.00
10 tons	RC-3 Asphalt in Binder Course	45.00	450.00
1,200 tons	Class "B" Asphaltic Concrete	8.25	9,900.00
	Subtotal		$40,885.00
	10% Engr. & Cont.		4,088.50
	Total		$44,973.50

Type Code X321
Blodgett Overcrossing (Sta. 832+44.2 to Sta. 835+41.32)

All Required	Shoring Cribbing, Etc.	$	$ 7,910.00
350 cu. yds.	Structural Excavation	9.00	3,150.00
40 cu. yds.	Excavation Below Elevation Shown	12.00	480.00
740 cu. yds.	Class "A" Concrete	60.00	44,400.00
210,000 lbs.	Metal Reinforcement	0.105	22,050.00
All Required	Expansion Plate Assemblies		2,400.00
All Required	Removal of Old Bridge		2,500.00
	Subtotal		$82,890.00
	10% Engr. & Cont.		8,289.00
	Total		$91,179.00

Length of Roadway	0.417 Mile
Length of Structure	0.056 Mile
Total Length	0.473 Mile
Cost of Roadway per Mile	$107,850.11

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$44,973.50	$26,425.00	$18,548.50
Structure	91,179.00	53,575.00	37,604.00
	$136,152.50	$80,000.00	$56,152.50

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. F-222 (4)

BLODGETT OVERCROSSING SECTION OF THE CORVALLIS-NEWPORT HIGHWAY IN BENTON COUNTY

(Estimate to accompany plans and specifications.
Not as a basis for project agreement.)

Salem, Oregon
November 19, 1954

Type Code 6201
Roadway (Sta. 828+00 to Sta. 853+00)

All Required	Clearing and Grubbing	$	$ 250.00
50 Cu. Yds.	Drainage Excavation, Unclassified	2.50	125.00
34,000 Cu. Yds.	General Excavation, Unclassified	0.35	11,900.00
83,000 Yd. Stas.	Short Overhaul	0.015	1,245.00
100 C-Yd. Sta.	Long Overhaul	0.50	50.00
0.42 Mile	Finishing Roadbed and Slopes	1,000.00	420.00
1,500 Lin. Ft.	Rounding Cutbanks	0.18	270.00
110 Lin. Ft.	12-inch Concrete Pipe	2.00	220.00
170 Lin. Ft.	18-inch Concrete Pipe	3.00	510.00
3,000 Cu. Yds.	2½" - 0 Material in Base	3.00	9,000.00
700 Cu. Yds.	3/4" - 0 Material in Base and Shoulders	3.50	2,450.00
50 M-Gal.	Sprinkling	2.50	125.00
60 Cu. Yds.	3/4" - 0 Material in Binder Course	4.00	240.00
10 Tons	RC-3 Asphalt in Binder Course	50.00	500.00
1,200 Tons	Class "B" Asphaltic Concrete	7.50	9,000.00
	Subtotal		36,305.00
	10% Engr. & Cont.		3,630.50
	Total		$ 39,935.50

Type Code X321
Blodgett Overcrossing (Sta. 832+44.2 to Sta. 835+41.32)

All Required	Shoring, Cribbing, etc.		$ 6,000.00
350 Cu. Yds.	Structural Excavation	$ 4.00	1,400.00
40 Cu. Yds.	Excavation Below Elevation Shown	4.00	160.00
740 Cu. Yds.	Class "A" Concrete	60.00	44,400.00
210,000 Lbs.	Metal Reinforcement	0.11	23,100.00
All Required	Expansion Plate Assemblies		4,500.00
All Required	Removal of Old Bridge		2,000.00
	Subtotal		81,560.00
	10% Engr. & Cont.		8,156.00
	Total		$ 89,716.00

Length of Roadway	0.417 Mile
Length of 1 structure	0.056 Mile
Total Length	0.473 Mile
Cost of Roadway Per Mile	$95,768.58

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 39,935.50	$ 24,642.00	$ 15,293.50
Structure	89,716.00	55,358.00	34,358.00
	$ 129,651.50	$ 80,000.00	$ 49,651.50

RECEIVED
MAR 25 1955
FOR FILING

FORM E30—50M—10-54—79485
F-22a (4)
4333

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 23, 1955

SUBJECT: Pux 116-Blodgett Overcrossing (Clearances)
Southern Pacific Company
Benton County

To: Mr. W. C. Williams ✓
Mr. P. M. Stephenson (6)
Mr. H. G. Smith (3)
Mr. E. A. Collier (2)
Mr. J. D. Walker (2)

NOTED
W. C. WILLIAMS

Gentlemen:

Herewith I hand you copy of Public Utilities Commissioner Order 33676 issued March 21, 1955, in the matter of the application of the State of Oregon, by and through its State Highway Commission, for authority to temporarily impair the standard clearances as set out in P.S.C. Oregon Order No. 99 during the period of construction of a highway crossing of the tracks and right of way on the Toledo Branch of Southern Pacific Company at Blodgett in Benton County.

Very truly yours,

J. W. De Souza B.

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.

RECEIVED
MAR 23 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible]
LEGAL DEPT.

Order #33676

BEFORE THE PUBLIC UTILITIES COMMISSIONER

OF OREGON

F-474-132

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks of the Yaquina Branch of Southern Pacific Company on the Corvallis-Newport Highway at BLODGETT in the Northeast quarter of Section 2, Township 11 South, Range 7 West, W.M., in Benton County.

MOTION FOR IMPAIRED CLEARANCES

ORDER

On February 24, 1955, the State of Oregon, by and through its State Highway Commission, requested authority to temporarily impair the standard clearances as set out in P.S.C. Oregon Order No. 99 during the period of construction of a highway overcrossing of tracks and right of way on the Toledo Branch of Southern Pacific Company at Blodgett, in Benton County, Oregon.

The impairments will consist of an obstruction above the track, the lowest point of which will be 21 feet above top of rail of spur track and 21 feet 6 inches above top of rail of main track, and an obstruction at the side of the spur track at a distance of 7 feet 6 inches from the centerline thereof. Said obstructions will be necessary parts of falsework used in supporting and containing concrete during the curing period used in the fabrication of the concrete and steel overcrossing structure.

Upon completion, this falsework will be removed and the clearances beneath the permanent structure will be equal to or greater than the minimum required by P.S.C. Oregon Order No. 99.

Southern Pacific Company does not oppose the issuance of an order authorizing these temporary impairments.

From the foregoing, it is concluded that the impairments to standard clearances described above are necessary to the construction of the overcrossing structure, will not constitute any considerable hazard to train operations, and the application should be granted; it is therefore

ORDERED that the Motion of the State of Oregon, by and through its State Highway Commission, for impaired clearances during the construction period of the structure over the tracks of the Yaquina Branch of Southern Pacific Company on the Corvallis-Newport Highway at Blodgett, in the Northeast quarter of Section 2, Township 11 South, Range 7 West, Willamette Meridian, in Benton County, Oregon, is granted; and it is further

ORDERED that the impairments herein authorized are as above described and none other; and it is further

ORDERED that for the protection of train and engine crews standard signs bearing the words, "IMPAIRED CLEARANCE", in black letters at least three inches high on a white background, containing thereon the inscription, "PUC NO. 33676", be installed at the proper locations in advance of the impairment; and it is further

ORDERED that the costs of the signs and their installation be borne by Oregon State Highway Commission; and it is further

ORDERED that upon completion of the project and the termination of the impaired condition, the signs shall be removed.

Made and entered this 21st day of March, 1955.

CHAS. H. HELTZEL

Public Utilities Commissioner

(OFFICIAL SEAL)

RECEIVED
MAR 2 1955
FOR FILING

FORM E30—50M—4-54—7430
F-222(4)
4332

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

RAILROAD COMPANIES
FILE NO. 287

Salem, Oregon
February 24, 1955

SUBJECT: Pux 116 (R 8741) Blodgett Overcrossing
Southern Pacific Company
Benton County

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

Dear Mr. Glaisyer:

Herewith I hand you completely executed copy of construction agreement with Southern Pacific Company covering the Blodgett Overcrossing project in Benton County.

Copies have been made and distributed in the Department.

Very truly yours,

J. W. DeSouza

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. 1

9

RECEIVED
FEB 25 1955
FOR FILING

S-222(4)

4333

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RAILROAD COMPANIES
FILE No. 287

Salem, Oregon
February 24, 1955

SUBJECT: Pux 116 (R 8741) Blodgett Overcrossing
Southern Pacific Company
Benton County

To:
Mr. W. C. Williams ✓
Mr. P. M. Stephenson (6)
Mr. H. G. Smith (2)
Mr. E. A. Collier (2)
Mr. J. D. Walker (2)

NOTED
W. C. WILLIAMS

Gentlemen:

Herewith I hand you multilithed copies of construction agreement with Southern Pacific Company covering the Blodgett Overcrossing project in Benton County.

Very truly yours,

J. W. DeSouza

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs.

RECEIVED
FEB 24 1955
[illegible]

FEB 15 1955

F-112(1)

4333

Salem, Oregon
February 14, 1955

Mr. J. W. DeSouza

Herewith fully executed copies of the easement and construction agreement covering the Blodgett Overcrossing in Benton County. Will you please have these recorded and sent on to the main file.

I would like to have sufficient copies of the agreements made so that they can be sent to the various interested divisions.

GSP:gm

G. S. Paxson

Encls.

NOTED
G. S. PAXSON

RECEIVED
JAN 27 1955
FOR FILING

F-222(1)
4333

January 26, 1955

Mr. L. B. Read
2607 S. W. Sunset Blvd.
Portland, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4333, covering bridge, grading and paving on the Blodgett Overcrossing Section of the Corvallis-Newport Highway in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

FORM E-123 50M REVISED

RECEIVED
JAN 6 - 1955
FOR FILING

F 222 (4)

4332

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 5, 1955

NOTED
W. C. WILLIAMS

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Pux 116, R 8741
Blodgett Overcrossing
Benton County

Dear Mr. Hopkins:

I am enclosing herewith original and first copy of easement agreement and original and first copy of construction agreement covering the Blodgett Overcrossing project in Benton County, your file L-11-52771. All copies of the instruments have been executed by the State Highway Commission and the easement agreement has been acknowledged.

It is requested that when the executed copy of the construction agreement is returned we be furnished with 10 additional copies of your drawing 11050 attached thereto.

Very truly yours,

C. W. ENFIELD

By
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 4

cc: Mr. W. C. Williams ✓
Mr. G. S. Paxson

RECEIVED
FEB 28 1955
FOR FILING

~~Query~~

file

Salem, Oregon
January 4, 1955

Agreements - S.P. Company
Pux 116 - Blodgett Overcrossing
Corvallis-Newport Highway

Mr. J. W. DeSouza
Assistant Counsel
Office

Attached hereto for further handling are the original and first copy of an easement agreement and the original and first copy of a construction agreement with the Southern Pacific Company covering the Blodgett Overcrossing on the Corvallis-Newport Highway in Benton County.

When fully executed please return one copy of each to this office for the Commission's files.

Secretary

rn
Attach: 4

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 29, 1954

SUBJECT: Agreements - S. P. Company
Pux 116 - Blodgett Overcrossing
Corvallis-Newport Highway

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

Dear Mr. Glaisyer:

Herewith I hand you for execution by the State Highway Commission original and first copy of easement agreement and original and first copy of construction agreement covering the Blodgett Overcrossing on the Corvallis-Newport Highway in Benton County.

Owing to the urgency of awarding the contract for which bids have been received, and the desirability of placing the contractor in possession, Mr. Paxson has suggested that the agreements be mailed out promptly for execution without waiting for the next Highway Commission meeting.

You will note that the easement agreement is to be acknowledged by the Highway Commission.

After execution of the instruments by the Commission please return all copies direct to me for further handling.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 4

cc: Mr. W. C. Williams
Mr. G. S. Paxson

Bids were received for the Blodgett Overcrossing on Dec 7,
and the contract was awarded Dec. 30. 1954

Floyd Query
ass't Secty.

RECEIVED
JAN 3 - 1955
FOR FILING

F-[illegible] (4)
4[illegible]

December 30, 1954

Mr. L. B. Read
2607 Sunset Blvd.
Portland, Oregon

Dear Mr. Read:

The State Highway Commission on December 7, 1954 accepted your proposal for construction of the Blodgett Overcrossing on the Corvallis-Newport Highway in Benton County for the sum of $12[illegible],775 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4333.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms our wire to you of this date.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

jmc
cc: R. G. Savage (SIAC)
H. G. Smith
S. H. Probert
G. S. Paxson

NOTED
J. Mc C.

Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Mrs. Dorothy McCormack

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram
FULL RATE TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHIP RADIOGRAM ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

December 30, 1954
3:25 P.M.

L. B. Read
2607 Sunset Blvd.
Portland, Oregon

Contract for Blodgett Overcrossing, Benton County, for which you submitted low bid on December 7, 1954 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
C. W. Head
Files ✓

Very truly yours

C G Polk
C. G. POLK
District Engineer

8

~~RECEIVED~~

OREGON DISTRICT

FOR FILING

F-222(4)

4333

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

December 30, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of way have been acquired for Oregon Project F-222(4), Blodgett Overcrossing Section of the Corvallis-Newport Highway, we hereby concur as of this date in award of Contract No. 4333 to L. B. Read of Portland, Oregon, low bidder in the amount of $123,775.00 at the December 7, 1954 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED

RECEIVED

FOR FILING

F-222 (4)

4333

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 29, 1954

SUBJECT: Agreements - S. P. Company
Pux 116 - Blodgett Overcrossing
Corvallis-Newport Highway

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

NOTED
W. C. WILLIAMS

Dear Mr. Glaisyer:

Herewith I hand you for execution by the State Highway Commission original and first copy of easement agreement and original and first copy of construction agreement covering the Blodgett Overcrossing on the Corvallis-Newport Highway in Benton County.

Owing to the urgency of awarding the contract for which bids have been received, and the desirability of placing the contractor in possession, Mr. Paxson has suggested that the agreements be mailed out promptly for execution without waiting for the next Highway Commission meeting.

You will note that the easement agreement is to be acknowledged by the Highway Commission.

After execution of the instruments by the Commission please return all copies direct to me for further handling.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 4

cc: Mr. W. C. Williams ✓
Mr. G. S. Paxson

RECEIVED
DEC 29 1954

RECEIVED
DEC 10 1954
FOR FILING

Const
Fed Aid
Prog & Proj
(F-322(4))

December 9, 1954

Mr. L. B. Read
2607 Sunset Boulevard
Portland, Oregon

Dear Sir:

The State Highway Commission on December 7, 1954 accepted your bid in the amount of $1[illegible],775 for construction of Blodgett Over-crossing over the Yaquina Branch of the Southern Pacific Company and Marys River on the Corvallis-Newport Highway in Benton County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

E. A. MESSER& AS[illegible]ATES, INC.

RECEIVED
FOR FILING

F-222(4)

4333

Hill

Chandler

December 4, 1954

Mr. Jed Wilson
General Delivery
Mitchell, Oregon

COPY

Dear Jed:

It is noted that you state in your letter of November 22nd that you have paid us the total amount due us on the Blodgett Rock Production Job. As previously stated, we h have not received the total amount due under this contract and have given you the benefit of our records so that you could check your own to locate the discrepancy. You have not given us the benefit of your accounting on this job and the fact remains that according to the state measurement there were 7495 cubic yards produced from the first quarry and 7130 cubic yards from the second quarry and we have received a total amount from you to apply on this contract of $6,704.93. We have also received from you $334.56 to apply on the extra force account work which we did that had no bearing on our rock production contract with you. From these figures you can readily see that we have not received the full amount due us under the contract on any basis.

Unless we receive remittance from you within ten days from the above date, covering the balance due us as stated in our letter of November 16, we have no recourse but to take legal action to protect our interests.

This letter can also serve as notice to you that unless we receive full settlement for all the rock produced by us at the Bradley Park location within ten days, we shall take legal action to protect our interests.

Very truly yours,

E. A. MESSER & ASSOCIATES, INC.

By /s/ E. A. Messer
E. A. Messer

cc to Mr. J. D. Walker
Mr. David H. Moehring
EAM:jt

RECEIVED
FOR FILING
Const
Grade Xings
Gen

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 8, 1954

SUBJECT: Pux 116-Blodgett Overcrossing
Southern Pacific Company
Corvallis-Newport Highway
Benton County

To: Mr. W. C. Williams ✓
Mr. G. S. Paxson (6)
Mr. H. G. Smith (3)
Mr. E. A. Collier (2)
Mr. J. D. Walker (2)
Mr. F. B. Crandall
Mr. H. B. Simpson

NOTED
W. C. WILLIAMS

Gentlemen:

Herewith I hand you copy of Supplemental Order No. 33388 issued by the Public Utilities Commissioner under date of November 3, 1954, which amends Order No. 9057 issued under date of April 21, 1941, with reference to overcrossing of the tracks of the Yaquina Branch of Southern Pacific Company on the Corvallis-Newport Highway at Blodgett in Benton County.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.

RECEIVED
NOV 8 1954
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible] 5 1954
LEGAL DEPT.

Order #33388

BEFORE THE PUBLIC UTILITIES COMMISSIONER

OF OREGON

F-1976

In the Matter of the Application of the)
State of Oregon, by and through its State)
Highway Commission, for authority to cross)
over the tracks of the Yaquina Branch of)
Southern Pacific Company on the Corvallis-) SUPPLEMENTAL ORDER
Newport Highway at BLODGETT in the Southeast)
quarter of Section 22, Township 11 South,)
Range 7 West, W.M., in Benton County.)

On October 7, 1954, Oregon State Highway Commission filed Motion for Amendment of P.U.C. Oregon Order No. 9057, issued April 21, 1941, which granted the application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks of the Yaquina Branch of Southern Pacific Company on the Corvallis-Newport Highway at Blodgett, in Benton County, Oregon.

Oregon State Highway Commission is now desirous of building the overcrossing structure in accordance with revised plans and changed conditions and said Motion provides for amendment of Order No. 9057 to incorporate therein the desired changes.

The crossing was to be made by means of an overcrossing structure of concrete and steel, the details of design of which were approved by Southern Pacific Company.

Owing to World War II and the resultant shortages and the restrictions of use of strategic materials, the structure has not been constructed as originally contemplated; and because of changed conditions and the increase in traffic needs, a new design has been adopted involving a greater highway roadway width and providing increased vertical and horizontal clearances above and across the tracks of Southern Pacific Company.

Subsequent to the issuance of the Order, the federal regulations then applicable have been revised and superseded by General Administrative Memorandum No. 299, issued by the Public Roads Administration.

Southern Pacific Company agreed to the proposed amendment of Order No. 9057, providing the Order would at the same time be amended by deleting from Paragraph V reference to the installation of guard rails. Oregon State Highway Commission agreed to this change.

Benton County offered no protest to the proposed changes.

From the foregoing it is concluded that the changes as outlined in Oregon State Highway Commission's Motion for Amendment of P.U.C. Oregon Order No. 9057 and the deletion of provisions for guard rails requested by Southern Pacific Company would provide for an improved structure, is in the interest of the public, and said Motion and request should be granted; it is therefore

ORDERED that P.U.C. Oregon Order No. 9057 authorizing the construction of an overcrossing structure over the tracks of the Yaquina Branch of Southern Pacific Company on the Corvallis-Newport Highway at Blodgett, in Benton County, Oregon, be amended as follows:

1. Paragraph V on Page 2 of said Order shall read:

   "That Southern Pacific Company is to rearrange its communication and signal circuits as required, and is to be reimbursed therefor by Oregon State Highway Commission."

2. Third order on Page 3 of said Order shall read:

   "IT IS FURTHER ORDERED that the crossing both as to location and detail shall be constructed in substantial conformity with Oregon State Highway Commission's Drawings Nos. 7258 (revised Sept., 1954) and 11722 attached to the Commission's Motion for Amendment and by this reference made a part hereof."

3. Fifth order on Page 3 of said Order shall read:

   "IT IS FURTHER ORDERED that in compliance with the agreement between Oregon State Highway Commission and Southern Pacific Company of record herein that Southern Pacific Company shall revise its communication and signal circuits in such manner as not to interfere with the structure."

4. Sixth order on Page 3 of said Order shall read:

> "IT IS FURTHER ORDERED that upon completion of the structure Oregon State Highway Commission shall reimburse Southern Pacific Company for the actual expenditures incurred in the rearrangement of signal circuits and for any other legitimate expenditures actually incurred by Southern Pacific Company in connection with the construction of this crossing, and that regardless of the source of the funds from which Oregon State Highway Commission constructs the project that the railroad company shall be reimbursed for all necessary and proper expenditures in connection with the project allowed and not prohibited by General Administrative Memorandum No. 299, issued by the Public Roads Administration, and amendments thereof and supplements thereto."

and it is further

ORDERED that all other provisions of P.U.C. Oregon Order No. 9057 as set forth therein shall continue in full force and effect.

Made and entered this 3rd day of November, 1954.

CHAS. H. HELTZEL

Public Utilities Commissioner

(OFFICIAL SEAL)

RECEIVED
FOR FILING

Const
[illegible]
[illegible]

FORM E-123 50M REVISED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 26, 1954

NOTED
W. C. WILLIAMS

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland, Oregon

Brx 116 - Blodgett Overcrossing
Corvallis-Newport Highway
Benton County

Dear Mr. Hopkins:

This letter is written to you with reference to the plans of the State Highway Commission to call for bids for the construction of a new grade separation structure superseding the existing structure on the Corvallis-Newport Highway at Blodgett.

The matter is rather involved and it may be of some help if I give you a resume of the various instruments which previously have been executed.

On August 14, 1924, Southern Pacific Company, the State and Benton County entered into an agreement covering the construction of the existing structure. This included the grant of an easement.

On July 18, 1941, Southern Pacific Company and the State entered into an easement and construction agreement covering the construction of a new structure. This agreement was cancelled by a subsequent agreement of July 8, 1942, so that it is no longer effective.

On November 28, 1941, Southern Pacific Company, the State and Benton County entered into a further agreement which made provision for the removal of the old structure and the termination of the easment granted in the August 14, 1924, agreement upon the completion of the proposed new structure.

On July 8, 1942, a further agreement was entered into by Southern Pacific Company and the State which cancelled the agreement of July 18, 1941, but preserved in effect the agreement of November 28, 1941. This agreement also made provision for the reconstruction and repair of the existing structure.

It would now appear there is in effect no easement or construction agreement covering the proposed structure, and that a new one will have to be prepared. It would appear that this would be based largely on the cancelled agreement of July 18, 1941, excepting the reference to General Administrative Memorandum No. 39, issued by the Bureau of Public Roads, which has been superseded by General Administrative Memorandum No. 299.

It is possible that you now may desire to make some changes in the amounts of insurance to be furnished under Works Progress General Memorandum No. 32, but, in view of the probable risks involved, it would not appear that the amounts stated in the July 18, 1954, agreement are inadequate.

For your convenience this communication is addressed to you in triplicate, and anything which you can do to expedite the handling of the matter will be very sincerely appreciated.

Very truly yours,

C. W. ENFIELD

By
J. W. DeSOUZA
Assistant Counsel

JWD:mb
(In trip.)

cc: Mr. W. C. Williams
Mr. C. S. Paxson

RECEIVED
FOR FILING

FORM K-20X 37½ 3-54 79730
[illegible]
Grade X-ing
gen 1

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
August 23, 1954
~~Salem, Oregon~~

SUBJECT: Blodgett OXing PUX 116
Corvallis-Newport Highway
Southern Pacific Company
Benton County

To:

Memorandum to File:

On Friday, August 20, I discussed with Mr. David Don, Engineer for the Public Utilities Commission, the method of revising Order No. 9057 issued on April 21, 1941, covering the above project.

He agreed that it could be handled by filing a motion to have the order modified so as to substitute the new drawings now being prepared for the ones specified in the prior order, and to further revise the order so as to make Memorandum 99 the basis for reimbursement, instead of Memoranda 39 and 100 referred to in the original petition.

I had discussed the proposed plan with Mr. Frank McCulloch, Attorney for Southern Pacific Company, prior discussing the matter with Mr. Don and Mr. McCulloch advised that the proposed procedure would be entirely satisfactory.

Mr. Paxson advised today that the new drawings have not yet been started, and the matter will necessarily have to be held in abeyance until hearing further from him.

The prior proceedings before the Public Utilities Commissioner are covered by Files L-179 and L-1244.

Prior agreements with Southern Pacific Company are covered by Main Office Railroad Agreements 29 and 287 and Right of Way File 8741.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:mv

cc: Mr. W. C. Williams
Mr. G. S. Paxson

6-3307 North Point-Powers Rock 1955
Production Project.
4834

RECEIVED
JAN 16 1956
FOR FILING

2-8365
4334

January 16, 1956

Mr. Carl P. Tallon
2340 North Stephens Street
Roseburg, Oregon

Dear Sir:

Our records show that your contract No. 4334 was completed July 11, accepted by the Highway Commission on August 11, and final payment was mailed on August 29, 1955. The Surety was notified on August 17, 1955 concerning completion of the project and when final payment would be made.

The bond cannot be released until six months after acceptance by the Highway Commission, and not then if claims have been legally filed. To date no claims have been filed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED
H. B. GLAISYER

cc Tipton Insurance Agency
214 West Cass
Roseburg, Oregon

Mr. G[illegible]isyer
I previously miscounted the months but when I checked it out on my fingers I found Jan 11 to be the 6th rather than the 5th month

NOTED
R. B. GLAISYER

TALLON
ng Contractor
STEPHENS STREET
RG, OREGON
E 499-R-4

ROADS BUILT & ROCKED
BASEMENT AND DITCH DIGGING
GRADING & LEVELING
FREE ESTIMATES

uary 6, 1956

Oregon

Dear Sirs:

I have completed contract No.4334, for rock production on the Myrtle Point—Powers Section of the Coos Bay—Roseburg and Powers Highways in Coos County.

Would you please notify my surety, Tipton Insurance Agency, 214 W Cass, Roseburg, Oregon, that I have completed this contract so that I may be released from my performance bond.

Thank you very much.

Yours truly,

Carl P Tallon
Carl P Tallon fhp

CPT:fhp

REFERRED TO
BY SECRETARY

RECEIVED
JAN 9 1956
STATE

SHOVEL
BACKHOE
BULLDOZER
DUMP TRUCKS
PATROL BLADE
FOR HIRE
BY HOUR OR CONTRACT

C. P. TALLON
Excavating Contractor
2340 NORTH STEPHENS STREET
ROSEBURG, OREGON
PHONE 499-R-4

ROADS
BUILT & ROCKED
BASEMENT AND
DITCH DIGGING
GRADING & LEVELING
FREE ESTIMATES

January 6, 1956

State Highway Dept
Salem
Oregon

Dear Sirs:

I have completed contract No.4334, for rock production on the Myrtle Point—Powers Section of the Coos Bay—Roseburg and Powers Highways in Coos County.

Would you please notify my surety, Tipton Insurance Agency, 214 W Cass, Roseburg, Oregon, that I have completed this contract so that I may be released from my performance bond.

Thank you very much.

Yours truly,

Carl P Tallon

Carl P Tallon

CPT:fhp

REFERRED TO
BY SECRETARY

RECEIVED
JAN 9 1956
STATE

RECEIVED
AUG 30 1955

FOR FILING
[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 18, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4134	4-Final	Carl P. Tallen

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16890	R-129900	$ 500.00	8/18/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1955

Time Extensions: None

Completion Date: July 11, 1955

Date Accepted: Aug. 11, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-19-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: AUG

Ruth Rawlings

RECEIVED
AUG 17 1955
FOR FILING

4334

August 17, 1955

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4334 for rock production on the Myrtle Point-Powers Section of the Coos Bay-Roseburg and Powers Highways in Coos County was completed by the contractor, Carl P. Tallon, on July 11 and was formally accepted by the Highway Commission on August 11, 1955.

Final payment in the amount of $500.00 will be released to the contractor on or after August 27, 1955. The total contract amount is $13,565.04 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tipton Insurance Agency
214 West Cass
Roseburg, Oregon

NOTED ON CARD

RECEIVED
AUG 1 - 1955
FOR FILING

6 X 305
[illegible]

August 1, 1955

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Carl F. Tallon on contract No. 4334, for rock production on the Myrtle Point-Powers Section of the Coos Bay-Roseburg and Powers Highways in Coos County. This payment, in the amount of $2,348.74, will be released to the contractor on or after August 11, 1955. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tipton Insurance Agency
214 West Cass
Roseburg, Oregon

NOTED ON CARD
gl

Form E-1—1084

FINAL REPORT

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 23, 19 55

Section Myrtle Point - Powers.

Kind of work Rock Production

Highway Coos Bay-Roseburg & Powers

Section prefix 6-8305

Contractor Carl P. Tallon

Contract number 4334

Date of contract Jan. 19, 19 55

Date of completion July 31, 19 55

Date work started March 28, 19 55

Estimated date of completion July 11, 1955 19

Project authorization . . . . $ 30,071.25

Exclusive of Engineering . . . . $ 27,932.85

Per cent of time elapsed contract completed %

Estimated cost of completed project, exclusive of engineering . . . . $ 15,156.40

Per cent of contract completed, based on total contract price . . . . 56.7 %

Engineering authorization . . . . . . $ 2138.40

Engineering cost to date $ 1591.36, 74 %

Date project was completed July 11, 1955, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi final estimate along with fixeld notes, etc. were submitted through the Division office this week.

This project was completed short of the contract quantities due to the state owned bar being exhausted.

NOTED
OSCAR CUTLER

NOTED
[illegible]

RECEIVED
1955
CONST. [illegible] OF [illegible] ENGINEER

NOTED
W. T. WRIGHT

Signed Fred Klabe

Address North Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77000

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			24.17		
Miles partially completed			24.17		
Miles completed			24.17		
Total estimated quantities			5525.0		
Estimated quantities moved or placed to date			5525.0		
Average daily quantities			0		
Average daily quantities necessary to complete project on time	bar exhausted - contract completed short of quantities				
Number shifts per day			0		
Hours per shift			0		
Average force on project for week			0		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
MAR 2 1955
FOR FILING

6.8305

4334

March 1, 1955

REGISTER MAIL

Mr. Carl P. Tallon
2341 North Stephens Street
Roseburg, Oregon

Dear Sir:

Attached is Oregon State Highway Department check No. M3114 in the amount of $1,336.50, which is the amount you submitted with your bid on the Myrtle Point-Powers Rock Production project on January 19. As Contract No. 4334 has been completely executed, we are, therefore, returning your deposit.

Please sign the attached receipt form and return it to us.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Attach.

RECEIVED
FEB 28 1955

FOR FILING

6-1315
4321

February 25, 1955

Mr. Carl P. Tallon
2341 N. Stephen St.
Roseburg, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4334, which was awarded to you on January 19, 1955 by the State Highway Commission, for rock production on the Myrtle Point-Powers Section of the Coos Bay-Roseburg and Powers Highways in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

Delivered to Mr. Tallon in person on 2/25

gl

RECEIVED
JAN 20 1955
FOR FILING

E- 7305

4334

January 20, 1955

Mr. Carl P. Tallon
2341 North Stephens Street
Roseburg, Oregon

Dear Sir:

The State Highway Commission on January 19, 1955 awarded to you State Highway Contract No. 4334 for Myrtle Point-Powers Rock Production Project on the Coos Bay-Roseburg and Powers Highways in Coos County.

This award was based on your bid of $26,730 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

S-109(3) Ochoco Creek Br. Widening 1955

#4335

5 - [illegible] (3)

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 8, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4335	5-Final	T. W. Thomas	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24627	B-138050	$ 2,175.19	12/8/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1955

Time Extensions: none

Completion Date: June 9, 1955

Date Accepted: Aug. 11, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-9-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: Ruth Rawlings

NOTED ON CARD

RECEIVED
SEP 30 1955
FOR FILING

[illegible]

4335

September 29, 1955

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4335 for widening the Ochoco Creek Bridge on the Paulina Secondary Highway in Crook County was completed by the contractor, T. W. Thomas, on June 9 and was formally accepted by the Highway Commission on August 11, 1955.

Final payment in the amount of $2,175.19 will be released to the contractor on or after October 10, 1955. The total contract amount is $11,450.21 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

gl

3

RECEIVED
JUN 28 1955
FOR FILING

S-109(3)

4335

June 27, 1955

Oregon State Highway Commission

Gentlemen:

In widening the Ochoco Creek Bridge on the Paulina Secondary Highway unsuitable foundation footings were encountered, which required considerable excavation below the planned footing elevation. This caused an overrun in the project authorization of approximately $2,000.

It is respectfully requested that you authorize additional project authorization in the amount of $2,000 on Contract No. 4335, Ochoco Creek Bridge Widening Project.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. C. H. Maison

WCW:me 1g

RECEIVED
JUL 5 - 1955
FOR FILING

S-[illegible](3)
4335

file B

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 20, 1955

SUBJECT: Ochoco Creek Bridge Widening
Contract No. 4335

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

Attached is Form E-299, "Authority to Over-run Contract Amount," for the above project. Necessity for this request is explained as follows: Our original plan contemplated founding the footings for the widening portion of the structure at the same elevation as those for the existing structure. On opening up the excavation, we found a very unstable soil condition, and in order to obtain a suitable foundation, it was necessary to excavate well below the existing footing. This caused considerable over-run in the items in both classes of excavation and concrete.

Very truly yours,

P. M. Stephenson
P. M. Stephenson
Bridge Engineer

CAG:aa

Attachment

(Orig. form to Budget)

RECEIVED
JUN 20 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 15 1955
FOR FILING

S-109 (3)
4335

February 14, 1955

Mr. T. W. Thomas
10248 N. E. Holladay St.
Portland, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4335, which was awarded to you by the State Highway Commission on January 19, covering Ochoco Creek Bridge widening on the Prineville-Eagle Rock Section of the Paulina Secondary Highway in Crook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JAN 20 1955
FOR FILING

S-109 (3)
4335

January 20, 1955

Mr. T. W. Thomas
10448 N. E. Holladay Street
Portland, Oregon

Dear Sir:

The State Highway Commission on January 19, 1955 awarded to you State Highway Contract No. 4335 for Ochoco Creek Bridge Widening on the Paulina Secondary Highway over Ochoco Creek near Prineville in Crook County.

This award was based on your bid of $9,575 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

BF-124(7) Frankport Viaduct & Euchre 1955
Creek Bridge
#4336

RECEIVED
JUN 19 1956
FOR FILING

[illegible]

Files 4

OREGON STATE HIGHWAY DEPARTMENT
(date) June 11, 1956

(CONTRACT NO.) 4336	(EST. NO.) 8-Final	(CONTRACTOR) Tom Lillebo
(VOUCHER NO.) 11630	(WARRANT NO.) R-152649	(AMOUNT) $ 14,708.17 (DATE) 6/11/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1955

Time Extensions: to Jan. 14, 1956 with penalty

Completion Date: Jan. 14, 1956

Date Accepted: March 1, 1956

Penalties: A time extension penalty was assessed 3-1-56

Claims: None of record

Remarks:

Date: 6-11-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JUN 12 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
MAY 29 1956
FOR FILING

85-124(7)

4336

May 29, 1956

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4336 for work performed on Frankport-Greggs Creek Unit, Brush Creek-Greggs Creek Section of the Oregon Coast Highway in Curry County was completed by the contractor, Tom Lillebo, on January 14 and was formally accepted by the Highway Commission on March 1, 1956.

Final payment in the amount of $14,708.17 will be released to the contractor on or after June 8, 1956. The total contract amount is $138,983.92, of which amount $295.22 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
MAR 16 1956
FOR FILING

[illegible]
4336

March 16, 1956

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission at its meeting held on March 1 had under discussion your request for an extension of time from November 30, 1955 to January 14, 1956 within which to complete your contract No. 4336, for constructing Frankport Viaduct and Euchre Creek Bridge on the Oregon Coast Highway in Curry County.

The Highway Commission granted your request for an extension of time from November 30, 1955 to January 14, 1956 with the provision that the usual engineering costs be assessed during this period. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

Norman D. Krehbiel,
Resident Engineer

F. M. Stephenson,
Bridge Engineer

RECEIVED
FEB 27 1956
FOR FILING

CC 12419
4336

February 24, 1956

Oregon State Highway Commission

Request for extension of time
No. 10
March 1 and 2 meeting.

Gentlemen:

Re: Frankport-Greggs Creek Unit Structures
Contract No. 4336

Tom Lillebo, contractor on the Frankport Viaduct and Euchre Creek Bridge on the Oregon Coast Highway in Curry County, has requested an extension of time from November 30, 1955, to the contract completion date, January 14, 1956.

The principal reason for the delay in the completion of this contract was the failure on the part of the contractor to start work on the project. The contract was awarded on January 19, 1955, and work was not started until May 19, 1955.

It is recommended that this extension be granted subject to the usual engineering penalties. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMB/dp
Attached

RECEIVED
FEB 15 1955
FOR FILING

BF-124 (1)
43[illegible]

February 14, 1955

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

We enclose herewith two fully executed copies of contracts which were awarded to you on January 19 by the State Highway Commission, as follows:

Contract No. 4336, covering the Frankport-Greggs Creek Unit, Brush Creek-Greggs Creek Section of the Oregon Coast Highway in Curry County.

Contract No. 4344, covering Illahee Undercrossing on the Battle Creek Jct.-Jefferson Jct. Section of the Pacific Highway East in Marion County.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JAN 20 1955
FOR FILING

QF-124 (7)
4336

January 20 1955

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission on January 19, 1955 awarded to you State Highway Contract No. 4336 for construction of Frankport Viaduct and Euchre Creek Bridge on the Oregon Coast Highway south of Port Orford in Curry County.

This award was based on your bid of $149,014 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

RECEIVED
JAN 24 1955
FOR FILING

Filed

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

BF 124(7)
4336

January 19, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 4336 for two structures on Oregon Project BF-124(7), Frankport-Greggs Creek Unit of the Oregon Coast Highway, to Tom Lillebo of Reedsport, Oregon, low bidder in the amount of $149,014.00 at the January 19, 1955 bid opening.

Very truly yours,

C. J. Polk
C. J. POLK
District Engineer

RECEIVED
JAN 21 1955
OREGON
STATE HIGHWAY COMMISSION

IN-78(25) Boomer Hill Road O'Xing 1955

#4337

RECEIVED
MAR 16 1956
FOR FILING

IN [illegible]
4337

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 16, 1956

A. H. Sexton & Son
Route 2
Corvallis, Oregon

Gentlemen:

The State Highway Commission at its meeting held on March 1 had under discussion your request for an extension of time from November 30, 1955 to January 19, 1956 within which to complete your contract No. 4337, for constructing Boomer Hill Road Overcrossing on the Shady-Canyonville Section of the Pacific Highway in Douglas County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

H. H. McClure,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

Files

RECEIVED
MAR 9 - 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 6, 1956

IN - 78 (25)

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4337	8-Final	A. H. Saxton & Son	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
3826	B-144665	$ 3,791.63	3/6/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1955

Time Extensions: to Jan. 19, 1956

Completion Date: Jan. 19, 1956

Date Accepted: March 1, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-7-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD
gl

Warrant Mailed: MAR 8 1956

Ruth Rawlings

RECEIVED
FEB 28 1956
FOR FILING

III-76 (A)
4337

February 27, 1956

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4337 for constructing the Boomer Hill Road Overcrossing on the Shady-Canyonville Section of the Pacific Highway in Douglas County was completed by the contractor, N. H. Saxton & Son, on January 19, 1956 but has not as yet been accepted by the Commission.

Final payment in the amount of $3,791.63 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $46,237.08 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
FEB 24 1956
FOR FILING

N-71(.1)
4537

STATE HIGHWAY DEPARTMENT

February 23, 1956

Request for extension of time
No. 9
March 1 and 2 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Boomer Hill Road Overcrossing
Contract No. 4337

A. H. Saxton & Son, contractor on the Boomer Hill Road Overcrossing on the Pacific Highway in Douglas County, has requested a second extension of time from November 30, 1955, to the date of completion of the contract, January 19, 1956.

The principal reason for the delay is chargeable to the grading contractor's failure to construct the fills at the bridge ends. No delay was suffered by the grading contractor due to the bridge contractor's delay in completing his contract nor was there any inconvenience to the traveling public or additional engineering expense incurred by the State.

It is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/dp
Attached

RECEIVED
JAN 6 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
~~H. B. GLAISYER~~
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

1N-77 (22)
4337

January 3, 1956

F. H. Paxton & Son
Route 2
Corvallis, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 19, 1955 had under discussion your request for an extension of time from October 31 to November 30, 1955 within which to complete your contract No. 4337, covering Boomer Hill Road Overcrossing on the Shady-Canyonville Section of Pacific Highway in Douglas County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

H. H. McClure,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
NOV 17 1955
FOR FILING

N-78 (??)
4337

November 16, 1955

Request for extension of time
No. 9
November 19 and 20 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Boomer Hill Road Overcrossing
Contract No. 4337

A. M. Baxton & Son, contractor on the Boomer Hill Road Overcrossing on the Pacific Highway in Douglas County, has requested an extension of time from October 31, 1955, to November 30, 1955, in which to complete the contract.

The specifications for this contract required the contractor to wait until the approach embankments were in place before constructing the end bents for this bridge. The grading contractor did not complete the approach fills until approximately July 1, 1955.

As this delay was not the responsibility of the bridge contractor and as no traffic can use this portion of the new highway until sometime in 1956, it is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/dp
Attached

RECEIVED
FEB 28 1955
FOR FILING

IN-W(55)
4337

February 25, 1955

A. N. Saxton & Son
Route 2
Corvallis, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4337, which was awarded to you by the State Highway Commission on January 19, for constructing the Boomer Hill Road Overcrossing on the Shady-Canyonville Section of the Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JAN 20 1955
FOR FILING

IN-98(25)
4337

January 20, 1955

A. H. Saxton & Son
Route 2, Box 200
Corvallis, Oregon

Gentlemen:

The State Highway Commission on January 19, 1955 awarded to you State Highway Contract No. 4337 for construction of Boomer Hill Road Overcrossing on new alignment of Pacific Highway in Douglas County.

This award was based on your bid of $50,204 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

File

RECEIVED
JAN 24 1955
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

IN-78 (25)
4337

January 19, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4337 for the Boomer Hill Road Overcrossing structure on Oregon Project IN-78 (25), Booth Ranch-Myrtle Creek Unit of the Pacific Highway, to A. H. Saxton & Son of Corvallis, Oregon, low bidder in the amount of $50,204.00 at the January 19, 1955 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
JAN 21 1955
OREGON
STATE HIGHWAY COMMISSION

BFI-78(23) Booth Ranch & Booth Ranch- 1955
Myrtle Cr. Units, Shady-
#4338 Canyonville Sec., Pacific H wy.

BFI-78(23)
IN-78(25) 1

FINAL COST ANALYSIS

[illegible]TED
W. C. WILLIAMS

March 1, 1957
4338

Booth Ranch-Booth Ranch-Myrtle Creek
Contract No. 4338

Paving
Warren Northwest Inc., Contractor
C. T. Keasey, Resident Engineer

Pacific Highway
Prefix: 10-1005-201(41)

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Drainage Excav., Unclass	58.11	Cu. Yd.	$ 2.48	$ 3.50	$ 144.28	$ 203.39
Island Backfill	516	Cu. Yd.	0.70	0.75	360.61	387.00
Furn. & Place Topsoil	498	Cu. Yd.	0.53	1.00	266.56	498.00
1¼" Concuit	675	Lin. Ft.	0.71	0.75	480.94	506.25
8" Corr. Metal Pipe	353	Lin. Ft.	1.93	2.25	684.66	794.25
Concrete Catch Basins	9	Each	70.00	75.00	630.00	675.00
Concrete Curbs	21.54	Cu. Yd.	40.00	42.00	861.60	904.68
Concrete Islands	247.383	Cu. Yd.	34.00	36.00	8,410.22	8,905.79
Metal Guard Rail	1,518.5	Lin. Ft.	2.27	3.25	3,448.50	4,935.13
Crusher Run Mat'l in Base	23,003	Cu. Yd.	1.23	1.32	28,201.62	30,363.96
3/4"-0 Mat'l in Base and Shoulders	11,676	Cu. Yd.	1.84	2.00	21,460.07	23,352.00
Sprinkling	865	M/gals.	2.84	2.00	2,460.71	1,730.00
Preparation of Base	3.95	Mile	118.16	100.00	466.74	395.00
3/4"-0 in Binder Course	1,956	Cu. Yd.	2.52	3.00	4,832.24	5,868.00
RC-3 in Binder	154.89	Tons	38.69	40.00	5,993.11	6,195.60
Class "B" Asph. Conc.	26,688.596	Tons	4.95	5.00	132,302.91	133,442.98
Furn. & Place RS-1 Asphalt	8.4	Tons	38.82	45.00	326.17	378.00
Asph. Conc. Traffic Markers	1,535	Lin. Ft.	0.47	1.00	720.68	1,535.00
3/4"-½" Cr. Mat'l in Stockpile	1,056.1	Cu. Yd.	1.27	2.00	1,343.45	2,112.20
½"-¼" Cr. Mat'l in S.P.	1,130.02	Cu. Yd.	1.27	2.00	1,437.49	2,260.04
¼"-0 Cr. Mat'l in S.P.	942.53	Cu. Yd.	1.27	2.00	1,198.98	1,885.06
PA #1(Rev.) RS-2 Emuls. Asphalt in Seal Coat	83,326	Tons	37.64	49.50	3,136.56	4,124.64
PA #1(Rev.) ¼"-#10 Agg. in Seal Coat	894	Cu. Yd.	4.52	5.90	4,047.64	5,274.60

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
PA #2 18" Conc. Pipe	60	Lin. Ft.	$ 3.44	$ 3.80	$ 206.34	$ 228.00
PA #3 Extra for Non-strip Additives in AC	4,010.325	Tons	0.346	0.45	1,389.13	1,804.65
PA #4 Sec. Roadbed topping haul incl.	465	Cu. Yd.	0.99	1.30	463.08	604.50
PA #5 Class "B" Asph. Conc.	100%	All	90.95	172.31	90.95	172.31
PA #6 3/4"-¼" Mat'l in Stockpile	4,232.79	Cu. Yd.	0.98	0.75	4,148.89	3,174.59
PA #6 ¼"-0 Mat'l in Stockpile	1,768.76	Cu. Yd.	0.98	0.75	1,733.50	1,326.42
Force Account					15,595.18	17,116.97
					$246,842.81	$261,154.01
Contract No. 4625 - Glendale City Street					6,074.67	6,776.71
Contract No. 4644 - Riddle City Street					10,997.82	12,058.69
Contract No. 3973 - Booth Ranch-Myrtle Creek, for Kuckenberg Construction Company					37,958.77	42,178.55
					$301,874.07	$322,167.96

Gross Revenue	$322,167.96
Total Cost	301,874.07
Net Profit	$ 20,293.89

Net Profit Equals 6.3% of Gross Revenue

DETAIL OF COST

ren Northwest Inc., Contractor

Labor:							
Labor					$64,887.44		
Labor Insurance					3,670.47		
Health and Welfare					2,245.11	$ 70,803.02	
Materials:							
1¼" Electric Conduit	675	l.f.	At	$ 0.525	$ 354.37		
8" Corr. Metal Pipe	353	l.f.	"	1.448	511.14		
RC-3 Asph. in Binder	154.89	Ton	"	33.59	5,202.76		
RS-1 Asph	8.4	Ton	"	32.19	270.40		
RS-2 Emuls. Asph.	83.326	Ton	"	32.71	2,725.59		
Class "B" Asph. Conc.	20.35	Ton	"	6.50	152.62		
Non-strip Additive	4,010.325	Ton	"	0.3363	1,348.67		
6" Corr. Metal Pipe & Bands	36	l.f.	"	1.43	51.56		
Mortar	3	Sacks	"	1.80	5.40		
Cement	2	Sacks	"	1.80	3.60		
18" Corr. Metal Pipe	60	Lin.Ft.		1.785	107.10		
Heating Oil					6,805.83		
85-100 Asphalt	1,586.28	Ton	"	30.03	47,635.95		
SC-4 Asphalt	44.575	Ton	"	33.01	1,469.77		
Muck Sand	1,417	c.y.	"	0.242	414.79		
2½"-0 Aggregate	1,539	c.y.	"	1.256	1,932.98		
3/4"-0 Aggregate	3,827	c.y.	"	1.99	7,615.73		
¼"-#10 Aggregate	894	c.y.	"	2.30	2,056.20	$ 78,664.46	
Equipment Rentals and Misc. Expense:							
Equipment Rental (Own)					$58,279.75		
Equipment Rental (Hired)					42,526.02		
Gas, Oil, and Grease					10,695.52		
Small Tools					229.29		
Move In Freight					8,893.50		
Bond					1,932.10		
Liability Insurance					5,595.70		
Home Office and General Overhead					5,475.69	$133,627.41	$283,094.89
Paid E. M. Peterson, Contract No. 4338					$ 9,901.82		
Paid E. M. Peterson, Contract No. 4644					2,217.10		
Paid Carroll Sand and Gravel, Contract No. 4644					3,145.76		
Paid Carroll Sand and Gravel, Contract No. 4625					66.00		
Paid Collins Concrete Pipe Co., Contract No. 4338					3,448.50	$ 18,779.18	$301,874.07

March 1,

City Street
Prefix: 310-1721-201(41)

FINAL COST ANALYSIS

Glendale
Contract No. 4625

Paving
Warren Northwest Inc., Contractor
C. C. Gall, Resident Engineer

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
* Blade Grader	5.5	Hours	$12.00	$12.00	$ 66.00	$ 66.00
Coarse Mat'l in Base	767.5	Cu. Yd.	4.44	4.50	3,415.31	3,453.75
3/4"-0 Mat'l in Base	133	Cu. Yd.	5.51	5.00	733.62	655.00
Sprinkling	25.13	M/gal.	4.44	3.50	111.64	87.96
Asph. Conc. Mixture	220.695	Ton	5.59	9.50	1,388.07	2,096.60
85-100 Asph. in Mixture	11.64	Ton	30.92	35.00	360.03	407.40
					$6,074.67	$6,776.71

*Work done all or in part by Correll Sand and Gravel Company.

March 1, 1957

FINAL COST ANALYSIS

Riddle (Main Street)
Contract No. 4644

Grade and Pave
Warren Northwest Inc., Contractor
C. C. Gall, Resident Engineer

City Street
Prefix: 310-1722-201 (41)

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
*Drainage Excav., Unclass.	165.4	Cu. Yd.	$ 1.40	$ 2.00	$ 231.56	$ 330.80
*Gen. Excav., Unclass.	1,385.2	Cu. Yd.	1.00	1.00	1,385.20	1,385.20
*8" Sewer Pipe	192	Lin. Ft.	1.00	1.00	192.00	192.00
*12" Sewer Pipe	458	Lin. Ft.	1.50	1.50	687.00	687.00
*Concrete Manholes	1	Each	150.00	150.00	150.00	150.00
*Concrete Catch Basins	5	Each	100.00	100.00	500.00	500.00
**Concrete Curbs	44.342	Cu. Yd.	50.00	50.00	2,217.10	2,217.10
Coarse Mat'l in Base	782	Cu. Yd.	2.13	2.75	1,668.58	2,150.50
3/4"-0 Mat'l in Base	118	Cu. Yd.	3.67	3.25	433.57	383.50
Sprinkling	19.7	M/gal.	3.89	3.00	76.64	59.10
Asph. Conc. Mixture	488.095	Tons	4.87	5.75	2,376.57	2,806.55
85-100 Asphalt in Mixture	31.3	Tons	30.92	35.00	968.10	1,095.50
PA #1 Cement Adj. in Favor of State	2.135	BBL.	Cost in Conc. Curbs	4.71	Cost in Conc. Curbs	- 10.06
Force Account					111.50	111.50
					$10,997.82	$12,058.69

* Work done all or in part by Carrell Sand and Gravel Company

** Work done all or in part by E. M. Peterson

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BREAKDOWN, CRUSHING COSTS

	Quantity	Unit	Cost	Unit Cost	
Move In and Set Up	74,453.15	Cu. Yds.	$ 8,404.24	$0.1129	
Load and Haul to Crusher	"	"	23,593.56	0.3169	
Crushing	"	"	30,559.30	0.4104	$0.8402
	Cost of Aggregate in Bunker				
Stockpile at Plant	48,321.5	Cu. Yds.	$ 6,762.87	$0.1395	
Haul to Stockpile	3,128.65	"	995.24	0.3181	
Stockpile at S.P. Site	3,128.65	"	355.92	0.1137	
			$70,671.13		

	Quantity	Unit	Unit Cost
Crushed Material Hauled to Road from Bunker	23,003	Cu. Yd.	$19,327.60
Stockpiled at Plant	48,321.5	Cu. Yd.	47,363.61
Hauled to S.P. Site	3,128.65	Cu. Yd.	3,979.92
TOTAL			$70,671.13

Total Crushing Time 896 Hours

Total Crushed 74,453.15 Cubic Yards

Average Crush Per Hour - 83.1 Cubic Yards

BREAKDOWN OF PAVING COSTS

	Quantity	Unit	Total Cost	Unit Cost
Move In and Set Up	27,412.596	Tons	$ 10,660.47	$0.389
Feed Plant	27,412.596	Tons	2,186.69	0.079
Mix	27,412.596	Tons	29,516.60	1.078
Aggregate	27,412.596	Tons	21,494.94	0.784
Total Mix Cost	27,412.596	Tons	$ 63,858.70	$2.330
Booth Ranch, Booth Ranch-Myrtle Creek Class "B" Asphaltic Concrete				
Mixing Cost	26,703.806	Tons	$ 62,206.63	$2.33
Asphalt	26,703.806	Tons	47,736.89	1.79
Haul to Street	26,703.806	Tons	10,499.29	0.39
Street Work	26,703.806	Tons	11,951.05	0.45
Cost of Class "B"	26,703,806	Tons	$132,393.86	$4.95
Glendale City Street				
Mixing Cost	220.695	Tons	514.40	2.33
Asphalt	220.695	Tons	360.03	1.64
Haul and Place	220.695	Tons	873.67	3.95
Cost of Class "B"	220.695	Tons	1,748.10	7.92
Riddle (City Street)				
Mix	488.095	Tons	1,137.67	2.33
Haul and Place	488.095	Tons	1,238.90	2.54
Asphalt	488.095	Tons	968.10	1.98
Total Cost	488.095	Tons	$3,344.67	$6.85

Total Plant Operating Time	200 Hours
Down Time	34 Hours
Total Time	234 Hours
Tons of Asphaltic Concrete Produced	27,397.4
Average Mix Per Hour	117.08 Tons

REMARKS:

This was a "Federal Aid Interstate and Bond Project" located on the Pacific Highway in Douglas County. The northerly end of the project was approximately 6.8 miles southerly along the existing highway from Dillard. The southerly end of the project was approximately 0.2 mile northwesterly from the westerly end of the Myrtle Creek Bridge at the north city limits of Myrtle Creek. The overall length of the project was 3.98 miles.

The work to be done under the contract consisted of the construction of 1.62 miles of stone base and 3.95 miles of stone shoulders; the construction of 3.98 miles of asphaltic concrete pavement; the furnishing of approximately 3,000 cubic yards of crushed material in stockpiles and such additional and incidental work called for by the plans and specifications.

The project was bid and awarded to Warren Northwest, Inc. on the 19th day of January, 1955. As the grading contractor, Kuckenberg Construction, did not have his work completed at the time of the letting, the paving contractor, Warren Northwest, did not start moving in his crushing plant until July 25, 1955.

Warren Northwest, Inc. moved in and began setting up its 3 crusher crushing plant on that date at the Forrest gravel bar. The crushing started on August 8, 1955. As the grade was not ready the contractor began crushing the A.C. aggregate and stockpiling it at the plant site. The crushing of the A.C. aggregate was completed on September 7, 1955. He then began producing 3/4"-0 material. The production of 3/4"-0 material continued until September 22, 1955 at which time he revised his plant setup to produce both crusher run base material and 3/4"-0 material. The contractor completed all the crushing on October 25, 1955 at which time they began dissembling the plant.

On September 26 the contractor began placing the crusher run base material on the road bed. He completed placing this material on October 18, 1955.

On October 27, 1955 he began placing the 3/4"-0 base material on the project. He completed placing 3/4"-0 to Station 3258+00 on November 4, 1955 at which time he shut the project down for the winter.

In the processing of this work the contractor used a 1½-cubic yard shovel, a 3-crusher crush plant, two #12 power graders, two 3-leg rollers, a variable number of hired trucks, a 1-cubic yard overhead tractor loader, a D-6 caterpillar tractor with bulldozer, and other necessary equipment.

About April 6, 1956 the contractor began moving in his 4,000-pound batch paving plant and paving equipment consisting of two Barber Greene pavers, two 3-leg rollers, one tandem roller, a #12 power grader and a D-7 bulldozer. The asphaltic concrete was hauled to the road in hired trucks. While setting up the plant the contractor was removing slides that had developed on an Emergency Work Order using the following equipment: a D-6 caterpillar tractor with bulldozer blade, a 2½-cubic yard dragline shovel and 3 hired trucks.

The contractor on paving began paving on May 18, 1956. This work was hindered at the start by indecent weather and the plant being hard to adjust. When the adjustments were completed the paving progressed very satisfactorily, and the contractor made a small profit on this item, although he had a low bid price. This work was completed during the week ending July 14, 1956.

The contractor placed the seal coat on the project during the week ending August 4, 1956.

The subcontractor on concrete began constructing the median strip on August 13, 1956 and completed this work on August 30, 1956. This completed all the work on this project.

While working this project, the contractor did two city projects, one at Riddle, Contract No. 4644, and at Glendale, Contract No. 4625. He also did work for Kuckenberg Construction Company on Contract No. 4289.

Although the contractor had a low Class "B" concrete pavement bid price, he was able to make a fair profit by having good supervision, good equipment and a good plan of operation.

M. N. Juve
Chief Cost Analyst

By

F. W. Sugnet

[illegible]

RECEIVED
DEC 21 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 19, 1956

(CONTRACT NO.) BFI-72 ([illegible])
IN-72 ([illegible])
4338 4338

(EST. NO.) 11 Final

(CONTRACTOR) Warren Northwest, Inc.

(VOUCHER NO.) 27471

(WARRANT NO.) H168623

(AMOUNT) $ 7,745.69

(DATE) 12/19/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

F. Cole
ACCOUNTING DIVISION

Specified completion Date: Oct. 15, 1955

Time Extensions: to Aug. 31, 1956

Completion Date: Aug. 31, 1956

Date Accepted: Dec. 17, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-20-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: DEC 20 1956

Ruth Rawlings

RECEIVED
DEC 10 1956
FOR FILING

EFI-78 (23)
IN-78 (25)
4338

December 7, 1956

CERTIFIED MAIL

Federal Insurance Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4338 for work performed on the Booth Ranch and Booth Ranch-Myrtle Creek Units, Shady-Canyonville Section of the Pacific Highway in Douglas County was completed by the contractor, Warren Northwest, Inc., on August 31, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $7,745.69 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $261,154.01, of which amount $17,116.97 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Bonding Department
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

RECEIVED
OCT 26 1956

FOR FILING

[illegible]
[illegible]
4338

October 26, 1956

CERTIFIED MAIL

Federal Insurance Company
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc. on contract No. 4338, covering the Booth Ranch and Booth Ranch-Myrtle Creek Units, Shady-Canyonville Section of the Pacific Highway, in Douglas County. This payment in the amount of $4,477.96 will be released to the contractor on or after November 5, 1956. The retained percentage is $7,837.37.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Bonding Department
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

Form E-1—10M—1-56

EFI-78 (23)
IN-78 (25)
4338

O GON STATE HIGHWAY DEPARTM T

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Booth Ranch & Booth Ranch - Myrtle Creek Units For Week Ending October 13, 19 56

Section Shady - Canyonville Section

Kind of work Paving

Highway Pacific

Section prefix 10-1005

Contractor Warren Northwest Inc.

Contract number 4338

Date of contract January 19, 19 55

Date of completion October 15, 19 55

Date work started July 25, 19 55

Estimated date of completion ...., 19....

Project authorization $ 283,168.75

Exclusive of Engineering $ 264,148.75

Per cent of time elapsed Overran %

Estimated cost of completed project, exclusive of engineering $ 265,246.41

Estimated per cent overrun or ~~underrun~~ 1.09 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 19,020.00

Engineering cost to date $ 18,640.44, 98 %

Date project was completed August 30, 19 56

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project completed

Semi-final estimate sent to Division office October 12, 1956

This will be the last weekly report on this project.

Project records turned over to G. L. Decker, who is taking over as Resident Engineer next week

Noted
M. N. Juve

NOTED
L. H. Young

NOTED
C. E. PAULSEN

Signed Keasey

Address Roseburg

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 90073

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		1.62			3.98
Miles partially completed					
Miles completed		1.62			3.98
Total estimated quantities (contract)		27,000	3,000		26,000
Total quantities corrected to date		33,000	3,128.65		26,688
Estimated quantities moved or placed to date		33,000	3,128.65		26,688
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					

Average force on project for week

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Overcast		
Wednesday	Rain		
Thursday	Overcast		
Friday	Showers		
Saturday			

1

FORM E-128 REVISED 2-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
OCT 10 1956
FOR FILING

BFI-78 (23)
FN-1S (25)
4338

October 9, 1956

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 27 had under discussion your request for an extension of time from October 15, 1955 to August 31, 1956 within which to complete your contract No. 4338, for paving on the Booth Ranch and Booth Ranch-Myrtle Creek Units, Shady-Canyonville Section of the Pacific Highway in Douglas County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:

F. D. Morgan,
Division Engineer

C. T. Keasey,
Resident Engineer

Tom Edwards,
Construction Engineer

RECEIVED
SEP 26 1956
FOR FILING

[illegible]
IN-78 (25)
4338

September 26, 1956

Federal Insurance Company
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Warren Northwest, Inc. a portion of the funds heretofore retained by the Commission on contract No. 4338, covering the Booth Ranch and Booth Ranch-Myrtle Creek Units, Shady-Canyonville Section of the Pacific Highway in Douglas County.

This payment in the amount of $18,691.93 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $7,698.88. The present payment will be released on or after October 6, 1956.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Bonding Department
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

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SEP 19 1956
FOR FILING

BFI- 98 [illegible]
IN 98 [illegible]
433X

September 18, 1956

Oregon State Highway Commission

Request for extension of time
No. 26
September 27-28 meeting

Gentlemen:

Herewith a request from Warren Northwest, Inc., for an extension of time on Booth Ranch and Booth Ranch-Myrtle Creek, Contract No. A338, from October 15, 1955 to August 31, 1956.

The contractor could not start his paving operations in the 1955 season, due to the noncompletion of the grading contracts on this section. The delay did cause considerable inconvenience to the traveling public, but has not caused any additional engineering costs to the State. The overrun in time was not the fault of the contractor, and I would recommend that the extension be granted without penalty.

Mr. S. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

W. C. Williams
State Highway Engineer

Attach.

cc Mr. Tom Edwards

EAP:of fn

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SEP 11 1956
FOR FILING

DFI-78 (23)
IN-78 (25)
4338

September 14, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Booth Ranch & Booth Ranch-Myrtle Creek, Contract No. 4338, Oregon DFI-78 (24) and IN-78 (25), from October 15, 1955 to August 31, 1956, to Warren Northwest, Inc., contractor.

The contractor could not start his paving operations in the 1955 season, due to the non-completion of the grading contracts on this section. The delay did cause considerable inconvenience to the traveling public but has not caused any additional engineering costs to the State. The overrun in time was not the fault of the prime contractor, and I would recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc to: Tom Edwards

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SEP 7 1956
FOR FILING

BFI-78 (24)
IN-78 (25)
4338

September 6, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 31, 1956, on Contract No. 4338, Booth Ranch and Booth Ranch-Myrtle Creek Units, Shady-Canyonville Section, in Douglas County, in connection with Federal Aid Project No. BFI-78(24), IN-78(25).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[redacted]

cc: John Cattrall

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RECEIVED
AUG 28 1956
FOR FILING

EFI-78 (25)
IN-78 (25)
4338

Salem, Oregon
August 27, 1956

Contract No. 4338

C. T. Kesey
Resident Highway Engineer
Roseburg, Oregon

At its meeting of August 16, 1956, the Highway Commission approved an increase in project authorization of $34,000.00 on Contract No. 4338, Booth Ranch and Booth Ranch-Myrtle Creek Units, Shady-Canyonville Section of the Pacific Highway in Douglas County.

The present project authorization is $283,160.75. This amount should be used in all future reports for this project.

S. H. Probert
Office Engineer

DHP:ia

cc: F. D.Morgan

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RECEIVED
AUG 9 1956
FOR FILING

[illegible]
IA [illegible]
4338

August 8, 1956

Oregon State Highway Commission

Gentlemen:

On the Booth Ranch-Myrtle Creek Unit of the Pacific Highway, Paving, Contract No. 4338, it appears there will be an overrun of project authorization of approximately $34,000.

This overrun is caused by several items overrunning the plan quantities, but principally the overrun was caused by slide removal, excessive winter maintenance during the heavy rains of December, January, and February, and the necessity of using more crushed materials than anticipated by reason of the heavy winter maintenance.

This matter will be on the next agenda, and it is respectfully requested that you authorize additional project authorization in the amount of $34,000 on Contract No. 4338.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

[illegible]

cc Mr. Forrest Cooper
Mr. S. H. Probert
Mr. C. H. Maisen

Form No. E-372—10M—7-55

[illegible]
JN- [illegible]

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name: Booth Ranch & Booth Ranch-Myrtle Cr. Units Shady-Canyonville Section
Date: August 1, 1956
Highway: Pacific
Contract No.: 4338
County: Douglas
Kind of Work: Paving
Contractor: Warren Northwest, Inc.

Contract Amount $ 219,650.00

Expected over-runs and under-runs in contract items:

Major items, itemized:

		Quantity	Unit Price	Amount
7.	Concrete Curbs	-30,673 Cu. Yds.	42.00	-1,288.27
10.	Crusher-run Mat'l in Base	+ 2,598 Cu. Yds.	1.32	+3,429.36
11.	3/4"-0 Mat'l in Base & Shoulders	+ 2,677 Cu. Yds.	2.00	+5,354.00
14.	3/4"- Mat'l in Binder Course	+ 700 Cu. Yds.	3.00	+2,100.00
15.	RC-3 Asphalt in Binder Crs.	- 45.11 Tons	40.00	-1,804.40
16.	Class "B" Asphaltic Concrete	+ 688.56 Tons	5.00	+3,442.80
17.	Furn. & Plac. RS-1 Asphalt	-31.667 Tons	45.00	-1,425.01

Minor items, unitemized algebraic total: - 599.30

Subtotal $ 9,209.18

Approved work orders (Price, extra work and state force orders) $ 26,836.20

Expected over-runs and under-runs in work orders:

Major items, itemized:

		Amount
P. A. No. 1 (Revised) Seal Coat	Underrun	-2,119.32
EWO #2 Revise N.B.-off Connection Sta. 3189	Overrun	2,070.00
EWO #3 Remove Slides, etc.	Overrun	8,825.00
SFO #272 Winter Maintenance	Overrun	3,431.14

Minor items, unitemized algebraic total: Underrun - 97.99

Subtotal $ 12,108.83

Authorization for engineering $ 19,020.00

Expected over-run or under-run of engineering authorization $ - 1,500.00

Costs not included above (explain) $ 3,776.81
Asph. Concrete Dikes 2,000.00
Reflectorized Delineators 1,000.00
P.A. No. 4 Widen Shoulder 604.50
P.A. No. 5 Widen Pavement 172.31

Allowance for future contingencies (——% of work remaining) $

Credits to come from transfers and deductions: Credit for Maintenance Rock $ - 6,257.30

Present estimate of project cost $ 282,843.72

Brief Statement of principal causes of over-run:

Item #7. Concrete Curbs. This item underran due to the elimination from this contract of the construction of two of the originally planned three curbed islands. The curbed island left of sta. 3187 was eliminated by a revision of the northbound off leg while the construction of the island right of sta. 3386 was postponed until the time of construction of the next project due to the imminence of slides (over)

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $ 261,468.75
- 12,300.00
249,168.75

Present estimate of project cost $ 282,843.72

Expected over-run (Amount) $ 33,674.97

Expected over-run (per cent) 13.51 %

Space to right of this line is for use of Salem office.

Submitted by: R. Keasey — Resident Engineer

Confirmed by: — Division Engineer

Noted by: — Construction & Bridge Engineer

Noted by: — Deputy or Assistant State Highway Engineer

State Printing 80719

Item 7. (cont.) on the "Y" line.

Item #10. Crusher run materials in base. This item overran partially due to the necessity of increasing the base depth to strengthen a soft subgrade area around sta. 3255 to 3265 and partially due to the additional length of the revised northbound off connection at the Booth Ranch Interchange.

Item #11. 3/4"-0 Mat'l in Base & Shoulders: This item overran due to the necessity of using additional material to cover the wide shoulder areas resulting from the revision in centerline, and because of the low shoulders resulting from the maintenance work done during the extremely wet winter months.

Item #14 3/4"-0 Material in Binder Course. This item underran by 700 cubic yards due to the hot weather and heavy traffic on most of the project. It was necessary to use extra rock to prevent the oil from picking up under traffic.

Item #15 RC-3 Asphalt in Binder Course. This item underran since it was possible to use a lighter than normal shot on most of the project where the base materials were tightly bound by traffic.

Item #16 Class "B" Asphaltic Concrete. This item overran the contract amount by 688 tons which is an overrun of 2.64%. However, the net quantity of this material was 24,816 tons, and if a full 10 % allowance had been given, the final quantity would have underrun by 2.2%.

Item #17 Furnishing and Placing RS-1 Asphalt. This item underran due to the elimination of the shoulder seal from the contract. The only RS-1 asphalt being used is a very light tack coat between the base and finished courses of A.C.

P. A. #1 (Revised) Seal Coat. This item underran due to using a lighter asphalt shot than was originally anticipated, and due to the elimination of the seal from the interchange legs on the Boomer Hill Interchange.

~~[illegible]~~ EWO #2 Revise north bound off connection at sta. 3189. This force account order overran due to the necessity of deepening the roadside ~~[illegible]~~ ditches and the outlet ditch to provide adequate drainage and the fact that the work was done in wet weather which increased the cost.

EWO #3 Slide Removal. A great deal more volume of slide material was involved in this work than was originally anticipated due to greater than estimated depth.

P. A. #2 Anti-Stripping Additive. This P.A. was negotiated to provide a test section of A.C. pavement using an anti-stripping additive in the asphalt for the top course of the asphaltic concrete on a part of the project.

A.F.O. #272 Winter Maintenance. Due to the lateness of the completion of the base on contract #4299 it was impossible to place the oil mat wearing surface on that contract. Therefore it was necessary to maintain the gravel surface on the entire project through the extremely wet winter.

RECEIVED

RECEIVED
JUL 19 1956
FOR FILING
FORM E-30X—50M—11-55—[illegible]

[illegible]
IN - 726
1338

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 18th, 1956

SUBJECT: Booth Ranch-Myrtle Creek

To:
Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

NOTED
W. C. WILLIAMS

This will confirm my wire of this date that the Booth Ranch-Myrtle Creek job is to receive an emulsion seal with a ¼"-#10 mesh for cover.

Forrest Cooper
Construction Engineer

FC:AR

cc to: W. C. Williams

RECEIVED
JUL 18 1956
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
JUL 11 1956
FOR FILING

BFI-78 (23)
IN-78 (25)
4338

NOTED
W. C. WILLIAMS

V

RSB CON 29 7-11 815A

EDWARDS

BOOTH RAHXX RANCH AND BOOTH RANCH-MYTRLE CREEK, CONTRACT NO 4338 - BE ADBXX ADBUXX ADVISED THAT IT WILL NOT BE NECESSARY TO PUT ON A SEAL ON THIS JOB.

YOUNG

END/OF

RECD

M

RECEIVED
JUL 11 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 17 1956
FOR FILING

BFI-78(24)
[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1956

SUBJECT:

To:
~~Mr. Tom Edwards~~
~~Division Engineer~~
~~State Highway Department~~
~~Roseburg, Oregon~~

NOTED
W. C. WILLIAMS

The subcontract between Warren Northwest, Inc. and E. N. Peterson, covering Items 6, 7, and 8, on the Booth Ranch and Booth Ranch-Myrtle Creek, Contract No. 4338, Oregon BFI-78 (24) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Forrest Cooper
Construction Engineer

By

Edwin A. Pease
Constrution Office Engineer

EAP:of

Encls.

cc to: W. C. Williams
C. G. Polk (2)

RECEIVED
5 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 2 - 1956
FOR FILING

FI-78(20)
IR-78(25)
4338

March 30, 1956

Mr. C. C. Pulk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering slide removal, repair ditches and water line on the Booth Ranch & Booth Ranch-Myrtle Creek Units, Shady-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4338, in connection with Federal Aid Project No. FI-78(20), IR-78(25).

This work is necessary to repair damage and remove slides that occurred during the winter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

Encl.

DBP:ch

RECEIVED
NOV 29 1955
FOR FILING

FORM E-30X 37½ 3-55 72730
BFT-78(23)
IN-78 (25)
4338

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 28, 1955

SUBJECT: Booth Ranch-Myrtle Creek
Pacific Highway
Contract No. 4338

To:
~~Mr. Tom Edwards~~
~~Division Engineer~~

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Report No. 380300, dated November 21, 1955, showing that there is 4% excess material passing the ½-inch screen for the 3/4"-1/2" crushed gravel in the stockpile at a "Bar adj. to Sta. 3260".

A previous test made on this same stockpile showed 18% excess material passing the ½-inch screen on November 16, 1955. Other tests made on material produced for this stockpile since October 28th have shown a variation in gradation.

Will you please instruct the resident engineer if material is still being produced for this stockpile to tighten up his aggregate inspection, so that suitable aggregate can be assured.

Also, please have him mark any samples taken either to confirm representative sampling or corrective action in such a fashion as to clearly show that the samples represent corrected material.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:ef

cc to: W. C. Williams
Ray Webber

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FOR FILING

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[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 21, 1955

SUBJECT: Booth Ranch-Myrtle Creek
Pacific Highway
Contract No. 4338

NOTED
W. C. WILLIAMS

To:

Mr. ~~Tom~~ Edwards
Division ~~Engineer~~

Reference is made to Laboratory Report No. 380047, dated November 16, 1955, showing 18% excess passing the ½-inch screen for a sample of 3/4"-1/2" oil rock taken from a stockpile at Station 3260 gravel bar.

This may be the result of poor sampling. Stockpile sampling requires a definite technique and great care to obtain a representative sample. Please note the discussion of Stockpile Sampling on the attached Memorandum on Sampling.

Will you please instruct the engineer charged with the sampling to resubmit samples of the stockpile taken, as directed by the attached memorandum.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

Attachment

cc to: W. C. Williams
Ray Webber

P.S. Enough copies of the Sampling Procedures are enclosed to furnish copies to your Division Personnel. If additional copies are required, please let us know.

RECEIVED

RECEIVED
NOV 10 1955
FOR FILING

BF1-78(2-)
IN-78(25)
433

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 9, 1955

SUBJECT: Booth Ranch-Myrtle Creek
Pacific Highway
Contract No. 4338

NOTED
W. C. WILLIAMS

To:

Mr. Tom Edwards
Division Engineer

Reference is made to Laboratory Report No. 379656, dated November 7, 1955, showing 3% excess passing the ¼-inch screen on the 3/4"-1/2" oiling aggregate.

Will you please instruct the resident engineer to correct the production operations, so that the oiling aggregate will meet the requirements of Section 2.15.6, page 62 of the Standard Specifications.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

[illegible]
OFFICE OF
[illegible]

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OCT 13 1955
FOR FILING
FORM E-30X 37½ 3-54 78730

F 1-78 (23)
N-78 (25)
4338

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 11, 1955

SUBJECT: Booth-Ranch-Myrtle Creek
Pacific Highway
Contract No. 4338

To:
Mr. Tom Edwards
Division Engineer

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Report 377501, dated October 7, 1955. This indicates that base surfacing material has been produced with an excess of part passing the ¼-inch screen of ± 10%.

Three other samples taken the same day indicate satisfactory material.

Will you please inform the resident engineer that the plant operation should be more closely inspected so that the output can be consistently acceptable.

The samples taken after this corrective action should be marked so that it is clear that the material being produced will pass our specifications.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED

RECEIVED
AUG 3 - 1955
FOR FILING

BFI-78 (23)
IN-78 (25)
4338

August 1, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 25, 1955 on Contract No. 4338, Booth Ranch and Booth Ranch - Myrtle Creek Units, Shady - Canyonville Section, in Douglas County, in connection with Federal Aid Project No. BFI - 78(24), IN-78(25).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:ls

RECEIVED
FEB 15 1955
FOR FILING

BFI - 78 (23)
IN - 78 (25)
4336

February 14, 1955

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4336, which was awarded to you on January 19 by the State Highway Commission, for paving on the Booth Ranch-Myrtle Creek Units,Shady-Canyonville Section of the Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JAN 20 1955
FOR FILING

BFI-78 (23)
IN-78 (25)
4[illegible]

January 20, 1955

Warren Northwest, Inc.
9860 N. E. Hancock Drive
Portland, Oregon

Gentlemen:

The State Highway Commission on January 19, 1955 awarded to you State Highway Contract No. 4338 for paving; also furnishing crushed material in stockpile on the Booth Ranch and Booth Ranch-Myrtle Creek Units, Shady-Canyonville Section of the Pacific Highway in Douglas County.

This award was based on your bid of $219,650 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
JAN 24 1955
File FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

BFI-78 (23)
IN-7[illegible] (2[illegible]
4

January 19, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4338 for Oregon Project IN-78(25), Booth Ranch-Myrtle Creek Unit of the Pacific Highway, to Warren Northwest, Inc., of Portland, Oregon, low bidder in the total amount of $219,650.00 for this project and Project BFI-78(24) at the January 19, 1955 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
JAN 21 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 24 1955
FOR FILING

OREGON DISTRICT BFI-78(24)
IN 78(25)
4338

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

January 19, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 4338 for the paving of the Booth Ranch Unit on Oregon Project BFI-78(24), Shady-Booth Ranch Section of the Pacific Highway, to Warren Northwest, Inc., of Portland, Oregon, low bidder in the total amount of $219,650.00 for this project and Project IN-78(25) at the January 19, 1955 bid opening.

Very truly yours,

G. G. POLK
District Engineer

RECEIVED
JAN 21 1955
STATE [illegible] COMMISSION

RECEIVED
JAN 14 1955
FOR FILING

OREGON DISTRICT
[illegible]
Fed Aid
Prog. & Proj.

IN-78(25)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

January 4, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents covering paving and structural work on Oregon Project IN-78(25), Booth Ranch-Myrtle Creek Unit of the Pacific Highway in Douglas County.

This is to authorize your advertising for bids.

Very truly yours,

C G Polk

C. G. POLK
District Engineer

RECEIVED
JAN 13 1955
STATE HIGHWAY COMMISSION

15-8309 Eagle Point-Lake Cr. Rock 1955
Prod. Proj., Little Butte Hwy.
#4339

RECEIVED
AUG 10 1955
FOR FILING

R. H. BALDOCK

August 3rd, 1955

Eagle Point-Lake Creek Section
~~Contract #4339~~
8309
4339

FINAL COST ANALYSIS
Rock Production
J. C. Compton Co., Contractor
W. B. Merrill, Resident Engineer

Little Butte Highway
Prefix 15-8309

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-½" Cr. Material in Stockpile	2,691.42	Cu. Yd.	$2.30	$2.92	$ 7,861.94	$ 6,190.27
½"-¼" Cr. Material in Stockpile	2,853.32	" "	2.30	2.92	8,334.87	6,562.64
¼"-#10 Cr. Material in Stockpile	500.00	" "	2.30	2.92	1,460.56	1,150.00
¼"-0" Cr. Material in Stockpile	1,108.95	" "	2.30	2.92	3,239.37	2,550.59
S.P. ¼"-#10 Screen Rejects in Stockpile	31.16	" "	0.25	0.25	7.79	7.79
S.P. ¼"-0" Screen Rejects in Stockpile	517.79	" "	0.25	0.25	129.45	129.45
S.P. Haul Adjustment, Favor of State	250.9	Yd. Mi.	0.10	0.10		- 25.09
					$21,033.98	$16,565.65

Total Cost	$21,033.98
Gross Revenue	16,565.65
Net Loss	$ 4,468.33

Net Loss Equals 27.0% of Gross Revenue

NOTED
State Highway Engineer

Detail of Cost

Labor:		
Labor	$8,600.06	
Labor Insurance (Includes H & W)	967.68	
		$ 9,567.74
Equipment Rental & Miscellaneous Supplies:		
Equipment Rental	$7,260.45	
Gas, Oil & Grease	1,814.53	
Hired Trucks (Fully-operated)	1,192.69	
Bond	124.24	
P.L. & P.D. Insurance	107.50	
P.U.C. Permits	106.84	
Small Tools & Misc. Supplies	363.02	
Home Office & General Overhead	496.97	
		11,466.24
Total Cost		$21,033.98

B

Breakdown of Crushing Cost

	Quantity	Unit	Unit Cost	Total Cost
Move In & Set Up	7,153.69	Cu. Yd.	$0.445	$ 3,184.24
Load and Haul to Crusher	"	" "	0.720	5,154.27
Crushing	"	" "	1.155	8,260.67
Haul to Stockpile (1.8 Mi.)	"	" "	0.406	2,907.21
Stockpile	"	" "	0.214	1,527.59
Total	7,153.69	Cu. Yd.	$2.940	$21,033.98

Crusher operated 174½ hours and produced 41.0 cu. yd. per hour.

B

Remarks:

This was a "State Project" for the stockpiling of crushed material for later use by state maintenance forces on the Little Butte Highway about 15 miles north of Medford in Jackson County.

Bids were received on January 19th, 1955, and the contract was awarded to the J. C. Compton Co. of McMinnville.

The contractor started moving his equipment onto the job on February 24th, 1955 and completed the setup on March 8th. The next day the main shaft bearing on the Traylor crusher burned out, but this was replaced and the operation again started with a loss of only about 8 hours. On May 15th the same bearing burned out again, and the shaft was taken to Medford for checking, found to be out of line, then replaced by a new shaft. The crusher started again on March 23rd and except for minor breakdowns and screen changes ran until completion of the contract on March 19th, 1955.

The contractor used a 2-crusher plant powered by a diesel-electric plant of 279 KW capacity. The gravel was loaded by a Lima 3/4 cu. yd. shovel into two Koehring dumptors for feeding the plant. The crushed material stockpiled at the plant was hauled by a Koehring dumptor and piled by a cat D8 tractor, which also worked in the gravel pit and spread the rejects. The crushed material piled at M.P. 5.4 was hauled in two hired trucks and piled by a TD 14A tractor. The crusher operated 174½ hours and produced 41.0 cu. yd. per hour.

Low bid prices, low production and a large amount of downtime caused a loss of 27.0% on the job.

Oscar Cutler
Chief Cost Analyst

By . . Curtis H. Baker

RECEIVED
JUN 10 1955
FOR FILING

Files

B

OREGON STATE HIGHWAY DEPARTMENT

(date)
June 7, 1955

15-8309
~~(CONTRACT NO.)~~
4339

4339

(EST. NO.)
3-Final

(CONTRACTOR)
J. C. Compton Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11049	R-124150	$ 472.63	6/7/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1955

Time Extensions: None

Completion Date: April 19, 1955

Date Accepted: May 25, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-8-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUN 9 1955

Ruth Rawlings

NOTED ON CARD
gl

RECEIVED
MAY 27 1955
FOR FILING

15-3309
4339

May 27, 1955

REGISTER MAIL

Glens Falls Indemnity Company
Pacific Coast Dept.
6th Floor Mills Tower
San Francisco 4, California

Gentlemen:

State Highway contract No. 4339 for work performed on the Eagle Point-Lake Creek Section of the Little Butte Highway in Jackson County was completed by the Contractor, J. C. Compton Co., on April 19, 1955, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $472.63 will be released to the contractor after acceptance by the Commission. The total contract amount is $16,565.65, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

cc - Glens Falls Indemnity Co.
Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

RECEIVED
MAY 4 1955
FOR FILING

1-4339

May 4, 1955

REGISTERED MAIL

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. C. Compton Co. on contract No. 4339, for rock production on the Eagle Point-Lake Creek Section of the Little Butte Highway in Jackson County.

This payment, in the amount of $6,177.72, will be released to the contractor on or after May 14, 1955. The retained percentage is $497.72.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett,Barton,Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—16M

15-8309

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 23 Apr 55, 19

Section Egale Point - Lake Creek

Kind of work Rock Production

Highway Little Butte

Section prefix 15-8309

Contractor J C Compton Co

Contract number 4339

Date of contract 19 Jan 55, 19

Date of completion 31 July 55, 19

Date work started 8 Mar 55, 19

Estimated date of completion [illegible], 19

Project authorization $ 18,112.50

Exclusive of Engineering $

Per cent of time elapsed 49 %

Estimated cost of completed project, exclusive of engineering $ 16,100

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 1288

Engineering cost to date $ 1180, 91 %

Date project was completed 19 Apr 55, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed crushing on Tuesday. He is dismantling plant and moving to his own quarry six miles east of Medford.

Piles at MP 9.5 were shaped up on Wednesday and measured on Thursday.

NOTED
OSCAR CUTLER

NOTED
H. G. SMITH

NOTED
W. T. WRIGHT

RECEIVED
APR [illegible] 1955
OFFICE OF
CONS

Signed W B Merrill, Resident Engineer

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77000

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			11.5		
Miles partially completed					
Miles completed					
Total estimated quantities			7,300		
Estimated quantities moved or placed to date			7,300		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			12		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...1..., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ...1...

Compressors ...., Bulldozers ...1..., Sheep-foot rollers ...., trucks ...3..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	showers		
Monday	clody		
Tuesday	rain		
Wednesday	rain		
Thursday	showers		
Friday	cloudy		
Saturday			

8-

RECEIVED
MAR 2 1955
FOR FILING

15-539
4339

March 1, 1955

REGISTER MAIL

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

Attached is Oregon State Highway Department check No. M3115 in the amount of $850.00. This is the amount which you submitted with your proposal on January 19 for the Eagle Point-Eagle Creek Rock Production project for which you were the successful bidder. As Contract No. 4339 for this job has now been fully executed, we are, therefore, returning your deposit.

Please sign the attached receipt form and return it to us.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Attach.

RECEIVED
FEB 28 1955
FOR FILING

15-8309
4339

February 25, 1955

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4339, which was awarded to you on January 19 by the State Highway Commission, for rock production on the Eagle Point-Lake Creek Section of Little Butte Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JAN 20 1955
FOR FILING

15-8309
[illegible]

January 20, 1955

J. C. Compton Company
McMinnville
Oregon

Gentlemen:

The State Highway Commission on January 19, 1955 awarded to you State Highway Contract No. 4339 for Eagle Point-Lake Creek Rock Production Project on the Little Butte Highway east from Eagle Point in Jackson County.

This award was based on your bid of $16,100 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

17-304 Cave Jct.-Oregon Caves Rock 1955
Production Project.
240

RECEIVED
SEP 18 1955
FOR FILING

August 31st, 1955

FINAL COST ANALYSIS

Cave Jct.-Oregon Caves Section
Contract #4340
[illegible]

Rock Production
M. C. Lininger & Sons, Contractor
W. B. Merrill, Resident Engineer

Oregon Caves Highway
Prefix 17-8304-201(41)

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
3/4"-¼" Cr. Material in Stockpile	4,309.90	Cu. Yd.	$2.357	$2.67	$10,159.28	$11,507.43
½"-¼" Cr. Material in Stockpile	3,950.85	" "	2.357	2.67	9,312.93	10,548.77
¼"-#10 Cr. Material in Stockpile	1,076.49	" "	2.357	2.67	2,537.49	2,874.20
¼"-0" Cr. Material in Stockpile	1,076.49	" "	2.357	2.67	2,537.49	2,874.20
S.P. ¼"-#10 Rejects in Stockpile	255.49	" "	.25	.25	63.87	63.87
S.P. ¼"-0" Rejects in Stockpile	17.55	" "	.25	.25	4.39	4.39
S.P. Hauling Rejects	1,643.8	Yd. Mi.	.11	.12	180.51	197.26
S.P. Hauling Adj. in Favor of State	370.70	" "	.10			- 37.07
					$24,812.71	$28,033.05

Gross Revenue	$28,033.05
Total Cost	24,812.71
Net Profit	$ 3,220.34

Net Profit Equals 11.4% of Gross Revenue

NOTED
State Highway Engineer

Detail of Cost
Contract #4340

Labor:

Labor	$8,471.78	
Labor Insurance	358.94	
Health & Welfare	357.75	
		$ 9,188.47

Equipment Rentals and Miscellaneous Expense:

Equipment Rent	$11,573.75	
Gas, Oil & Grease	2,241.43	
Access Road Rental	350.00	
P.L. & P.D. Insurance	137.50	
Bond	200.25	
Small Tools & Miscellaneous	140.16	
Home Office & Miscellaneous Expense	981.15	
		15,624.24
Total Cost.		$24,812.71

Breakdown of Crushing Cost

Total Crushed Aggregate Produced

3/4"-½"	4,309.90 Cu. Yd.
½"-¼"	3,950.85 " "
¼"-#10	1,076.49 " "
¼"-0"	1,076.49
	10,413.73 Cu. Yd.

	Total Cost	Cu. Yd.	Unit Cost
Move In & Set Up	$ 2,502.35	10,413.73	$0.240
Load	1,948.25	"	0.187
Haul to Crusher	1,989.94	"	0.191
Crushing	7,247.44	"	0.695
Haul Rejects	1,192.70	"	0.114
Haul to Stockpile	8,456.75	"	0.812
Stockpile	1,226.51	"	0.118
			$2.357

Total Elapsed Time	200 Hours
Down Time	9 "
Net Operating Time	191 Hours

Average Crush per Hour = 10,413.73 ÷ 191 = 54.5 Cu. Yds.

Remarks:

This was a "State Project" for the furnishing of 10,413.73 cubic yards of crushed materials in stockpiles for later use by the State in connection with maintenance operations on the Cave Junction-Oregon Caves Section of the Oregon Caves Highway in Josephine County.

The project was bid and awarded to M. C. Lininger & Sons, contractors, on January 19th, 1955.

The contractor elected to use the state-designated source located on Sucker Creek about 0.7 mile southerly from the highway at Mile Point 6.2.

The contractor moved in his three-crusher crushing plant on June 9th, 1955 and began crushing on June 22nd, 1955. The project was completed on July 12th, 1955.

The crushing was accomplished by using a 3-crusher, portable plant powered by 3 diesel engines and a 50 KW diesel-electric unit, with electric motors, conveyors, screens and other necessary equipment.

The crusher was fed by using a 3/4 cu. yd. Northwest shovel loading two 5 cu. yd. trucks which hauled the gravel to the crusher feeder.

The material was hauled to the stockpile sites in four 8 cu. yd. trucks. The stockpiles were shaped with a D-7 Caterpillar or with dozer blade.

The elapsed operating time was 200 hours. The operation was down 9 hours due to adjustments and repairs. The actual working time was 191 hours, the average production being 54.5 cubic yards per hour.

The contractor, having good bid prices, supervising the project himself and having excellent equipment, made a fair profit.

Oscar Cutler
Chief Cost Analyst

By . . F. W. Sugnet

RECEIVED
AUG 30 1955
FOR FILING
17-[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 25, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4340	3-Final	M. G. Lininger & Sons	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17104	R-130431	$ 791.62	8/25/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 12, 1955

Time Extensions: None

Completion Date: July 12, 1955

Date Accepted: Aug. 11, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-29-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD
JL

Warrant Mailed: AUG 29 1955

Ruth Rawlings

RECEIVED
AUG 17 1955
FOR FILING

[illegible]
4340

August 17, 1955

CERTIFIED MAIL

Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

State Highway Contract No. 4340 for rock production on the Cave Junction-Oregon Caves Section of the Oregon Caves Highway in Josephine County was completed by the contractor, M.C. Lininger & Sons, on July 12 and was formally accepted by the Highway Commission on August 11, 1955.

Final payment in the amount of $791.62 will be released to the contractor on or after August 27, 1955. The total contract amount is $28,033.05 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Maryland Casualty Co.
Baltimore 3
Maryland

NOTED ON CARD

RECEIVED
AUG 4 - 1955
FOR FILING

17 - 8544
4340

August 4, 1955

CERTIFIED MAIL

Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to M.C. Lininger & Sons on contract No.4340, for rock production on the Cave Junction-Oregon Caves Section of the Oregon Caves Highway in Josephine County.

This payment, in the amount of $3,211.43, will be released to the contractor on or after August 15, 1955. The retained percentage is $842.52.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Maryland Casualty Co.
Baltimore 3
Maryland

NOTED ON CARD
gl

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 16 July 55, 19

Section Cave Junction - Oregon Caves

Kind of work rock production

Highway Oregon Caves

Section prefix 17-8304

Contractor M C Lininger & Sons

Contract number 4340

Date of contract 19 Jan 55, 19

Date of completion 31 July 55, 19

Date work started 22 June 55, 19

Estimated date of completion ______, 19

Project authorization . . . . $ 30,037.50

Exclusive of Engineering . . . . $ 27,901.50

Per cent of time elapsed 92 %

Estimated cost of completed project, exclusive of engineering . . . . $ 27,000.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering authorization . . . . . . $ 2136.00

Engineering cost to date $ 1250.00, 59 %

Date project was completed 12 July 55, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed crushing operations on Tuesday. He expects to have curshing plant moved from site on 19 July.

NOTED
OSCAR CUTLER

NOTED
[illegible]

RECEIVED
JUL 1 9 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
FORREST COOPER

[illegible]

Signed W B Merrill, Resident Engineer

Address Medford

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77080

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			19.70		
Miles partially completed					
Miles completed			10,000		
Total estimated quantities			10,000		
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			2		
Hours per shift			8		
Average force on project for week			24		

Percentages of men employed on contract to be secured from:
.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors ...., Bulldozers 1, Sheep-foot rollers ...., trucks 6, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	fair		
Tuesday	clear, hot		
Wednesday	clear, hot		
Thursday	clear, hot		
Friday	clear, hot		
Saturday			

FEB 16 1955

17-8304

4340

8

February 15, 1955

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4340, which was awarded to you on January 19 by the State Highway Commission, for rock production on the Cave Junction-Oregon Caves Section of the Oregon Caves Highway in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JAN 20 1955
FOR FILING

11-8304
4340

January 20, 1955

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission on January 19, 1955 awarded to you State Highway Contract No. 4340 for Cave Junction-Oregon Caves Rock Production Project on the Oregon Caves Highway east from Cave Junction in Josephine County.

This award was based on your bid of $26,700 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

MM

cc: H. G. Smith
S. H. Probert
R. E. Savage, SIAC

S-299(2) South Unit, Klamath Falls- 1955
Midland O'Xing Sec., Midland
#4341 Hwy.

S-299(2)   R. H. Baldock

March 5th, 1956

9

FINAL COST ANALYSIS

NOTED
State Highway Engineer

S. Unit, Klamath Falls-Midland Overcrossing   Midland Highway
Contract #4341   Peter Kiewit Sons' Co., Contractor   Prefix 118-1065 S-299(2)
J. G. Toole, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All		$	$	$ 1,860.36	$ 2,500.00
Drainage Excav., Unclass.	1,203.65	Cu. Yd.	3.85	2.62	3,148.54	4,634.05
Special Borrow Excav., Unclass.	44,087.7	" "	0.48	0.377	16,641.05	21,162.10
Gen. Excav., Unclass.	12,869.5	" "	0.36	0.416	5,363.36	4,633.02
Short Overhaul	6,005.9	Yd. Sta.	0.02	0.02	120.12	120.12
Long Overhaul	116.41	C-Yd. Sta.	1.00	0.525	61.12	116.41
Truck Haul on Borrow	51,181.5	Yd. Mi.	0.01	0.092	4,714.20	511.82
Finishing R/B & Slopes	3.53	Mile	600.00	984.56	3,475.52	2,118.00
18" Corr. Metal Pipe	262	Lin. Ft.	4.00	3.70	971.76	1,048.00
24" " " "	112	" "	6.00	5.92	663.14	672.00
30" " " "	78	" "	8.00	6.87	536.15	624.00
36" " " "	144	" "	11.70	11.10	1,599.30	1,684.80
60" " " "	60	" "	27.80	22.70	1,362.06	1,668.00
18" Half Circle Corr. Metal Pipe	120	" "	3.10	2.57	309.57	372.00
18" Corr. Metal Siphon Pipe	154	" "	8.00	4.40	678.38	1,232.00
36" " " " "	156	" "	17.00	13.23	2,064.53	2,652.00
18" Concrete Pipe	1,851	" "	3.60	2.87	5,324.44	6,663.60
24" " "	60	" "	4.50	3.92	235.24	270.00
Concrete End Basin	21.32	Cu. Yd.	78.00	78.00	1,662.96	1,662.96
2"-0 Rock in Base	21,155	" "	1.75	2.28	48,251.79	37,021.25
3/4"-0 Rock in Base and Shoulders	4,087	" "	2.00	3.04	12,464.19	8,174.00
Sprinkling	1,297.4	M/Gal.	3.00	2.02	2,626.95	3,892.20
Preparation of Base	3.53	Mile	400.00	268.36	947.33	1,412.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-0 in Binder Course	430	Cu. Yd.	$4.85	$4.26	$ 1,830.19	$ 2,085.50
RC-3 Asphalt in Binder	79.09	Ton	43.00	46.74	3,697.15	3,400.87
Class "B" Asph. Concrete	6,970.07	"	5.30	6.779	47,410.31	36,941.37
Extra for Asph. Concrete App.	79	Each	35.00	16.32	1,289.85	2,765.00
¼"-0 Rock in Stockpile	1,077.3	Cu. Yd.	2.15	2.03	2,186.77	2,316.20
½"-¼" Rock in Stockpile	643.8	" "	2.75	2.27	1,464.00	1,770.45
¼"-#10 Rock in Stockpile	472.8	" "	3.50	2.60	1,233.07	1,654.80
PA #1, Aggregate in Pavement Seal	205	" "	6.60	5.12	1,050.55	1,353.00
PA #2, RS-1 in Pavement Seal	41.8	Ton	49.25	51.20	2,140.51	2,058.65
PA #3, ½"-¼" Rock in Stockpile	307.1	Cu. Yd.	4.50	2.80	858.70	1,381.95
Force Account					893.52	954.40
					$179,137.68	$161,526.52
Outside Work (Private & Rock Sales)					21,845.00	33,595.00
					$200,981.68	$195,121.52

Total Cost	$200,981.68
Gross Revenue	195,121.52
Net Loss	$ 5,860.16

Net Loss Equals 3% of Gross Revenue

Detail of Cost

Labor:

Labor & Supervision	$61,673.15	
Labor Insurance	5,201.86	
		$ 66,875.01

Materials:

86-100 Asphalt Incl. Freight				$14,609.00	
RS-3 Asphalt Incl. Freight				2,908.90	
RS-1 Asphalt Incl. Freight				1,490.86	
18" Corr. Metal Pipe	262	Lin. Ft.	at $2.59	678.58	
18" " " Bands	15	Each	" 2.59	38.85	
24" " " Pipe	112	Lin. Ft.	" 4.04	452.48	
24" " " Bands	7	Each	" 4.04	28.28	
30" " " Pipe	76	Lin. Ft.	" 4.94	385.32	
30" " " Bands	4	Each	" 4.94	19.76	
36" " " Pipe	144	Lin. Ft.	" 7.90	1,137.60	
36" " " Bands	8	Each	" 7.90	63.20	
60" " " Pipe	60	Lin. Ft.	" 17.58	1,054.80	
60" " " Bands	2	Each	" 17.58	35.16	
18" Half Round Metal Pipe	120	Lin. Ft.	" 1.55	186.00	
18" " " " Bands	6	Each	" 1.55	9.30	
18" Corr. Metal Siphon Pipe	154	Lin. Ft.	" 3.09	475.86	
18" " " " Bands	5	Each	" 8.17	40.85	
36" " " " Pipe	156	Lin. Ft.	" 9.16	1,428.96	
36" " " " Bands	6	Each	" 13.81	82.86	
18" Concrete Pipe	1,851	Lin. Ft.	" 1.87	3,461.67	
24" " "	60	" "	" 2.72	163.20	
					28,751.49

Equipment Rentals, Supplies & Misc.:

Equipment Rentals (Owned)	$38,013.00	
Hired Equipment	26,937.50	
Gas, Oil & Grease	12,929.20	
Small Tools & Misc. Supplies	6,702.85	
Powder & Caps	6,077.34	
Royalty	1,566.00	
Fuel Oil	2,150.00	
Cost of Crushed Rock Bought	2,621.50	
Bond	1,029.65	
Home Office & General Overhead	5,665.18	
		103,692.22

Paid Subcontractor on Concrete End Basins	1,662.96
Total Cost	$200,981.68

Breakdown of Crushing Cost

	Amount	Quantity	Unit	Unit Cost
Move In & Set Up	$ 7,660.54	31,600	Cu. Yd.	$0.242
Drill & Shoot	14,691.00	"	" "	0.464
Haul to Crusher	7,013.12	"	" "	0.221
Crushing	18,977.97	"	" "	0.60
Stockpiled at Plant	1,578.00	"	" "	0.049
	$49,920.63			$1.576

The crushing plant operated 368 hours for an average production of 85.8 cu. yds. per working hour.

Breakdown of Paving Cost

	Amount	Quantity	Unit	Unit Cost
Move In & Set Up	$5,653.37	6,970.07	Ton	$0.811
Feed Plant	872.31	"	"	0.125
Heat & Mix	8,752.69	"	"	1.255
Cost of Asphalt	14,609.00	"	"	2.095
Haul to Street	5,200.79	"	"	0.746
Street Work	3,316.82	"	"	0.475
Cost of Aggregates	9,005.33	"	"	1.292
		Cost per Ton		$6.799

The paving plant operated 79 hours for an average production of 88.2 tons per working hour.

Remarks:

This was a "Federal Aid Secondary Project" calling for the construction of 3.53 miles of highway roadbed, construction of 3.53 miles of rock base and shoulders, construction of 3.53 miles of asphaltic concrete pavement and furnishing of approximately 2,000 cu. yds. of crushed rock in stockpiles. The project was bid and awarded January 19th, 1955. Work started February 14th, 1955 and the project was completed September 30th, 1955.

Truck haul on borrow material shows a large loss due to an unbalanced bid and not being able to get borrow material from private pit.

On about March 1st, 1955 the contractor moved a 4-crusher plant into a private quarry located just south of the State quarry. This pit did not turn out too good. It ran heavy to overburden and big pockets of rotten rock. Being a private quarry, the contractor was able to sell most of the strippings and rejects. Due to misscalculations, all crushed piles were short of crushed materials, causing the contractor to buy crushed rock from a private crushing plant to complete the project.

The paving was started July 8th, 1955 and all paving was completed July 21st, 1955. All Class "B" asphalt was hauled to the road in hired trucks. Having to buy plant mix material with high cost of crushing, this item shows a loss.

Due to low bid prices with high cost on all crushed materials, this project shows a small loss.

K. T. Wechter

RECEIVED
JAN 24 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 17, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4341	8-Final	Peter Kiewit Sons' Company	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
555	B-141167	$ 4,804.05	1/17/56

S-311 U

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1955

Time Extensions: None

Completion Date: Sept. 15, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-18-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

NOTED ON CARD
gl

RECEIVED
JAN 9 1956
FOR FILING

[illegible]
4341

January 6, 1956

CERTIFIED MAIL

Central Surety & Insurance Corp.
P. O. Box 207
Kansas City 10, Mo.

Gentlemen:

State Highway Contract No. 4341 for work performed on the South Unit, Klamath Falls-Medland Overcrossing Section of the Midland Highway in Klamath County was completed by the contractor, Peter Kiewit Sons' Co., on September 15 and was formally accepted by the Highway Commission on November 3, 1955.

Final payment in the amount of $4,804.05 will be released to the contractor on or after January 16, 1956. The total contract amount is $161,526.52, of which amount $954.40 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
1002 Cascade Bldg.
Portland 4, Oregon

ON CARD
gl

RECEIVED
NOV 28 1955
FOR FILING

5012-5

4:41

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 22, 1955

SUBJECT: Claim of Mr. and Mrs. Ableman

To: Memorandum to the file

On this date a conference was held in the office of Mr. W. C. Williams for the purpose of discussing the above matter. Present were Mr. Williams, Mr. Ivan Breunsbach and Mr. Bert Norris both of Peter Kiewit Sons' Co., Mr. Joseph G. Toole, Resident Engineer, Mr. Dean Swift, Division Engineer, and myself.

The claim of Mr. and Mrs. Ableman is based upon the undisputed fact that Peter Kiewit Sons' Co. trespassed upon the property of Mr. and Mrs. Ableman and removed therefrom some 420 cubic yards of fill material. The claim first was made against the Highway Commission, which claim was rejected on the grounds that the Highway Department had neither requested nor authorized Peter Kiewit Sons' Co., the State's contractor, to go upon the property involved. The contractor insists that the trespass upon the property was made in reliance upon information received from Mr. Joseph G. Toole to the effect that the State either owned or was in the process of acquiring the property. Mr. Toole arranged to have right of way stakes placed, and it has now been determined that the stakes were upon property not owned by the State and for the acquisition of which the State has no immediate plans. Mr. Toole insists that at no time did he assume any responsibility for the contractor going upon the property involved. Mr. Norris is equally positive that Mr. Toole lead him to believe that the State owned the property and that it was perfectly all right for the contractor to go upon the property for the purpose of obtaining dirt.

Under the circumstances it appears fairly clear that the Ablemans do have a valid claim against the contractor and the State, or both, and that the major problem involves the amount of contribution which should be made by the State and the contractor respectively toward payment of the claim. It was agreed that in view of the State's previous definite denial of the claim of Mr. and Mrs. Ableman, it would be best if Peter Kiewit Sons' Co. contacted the attorneys for the Ablemans in an effort to reach a settlement for a reasonable figure. If a settlement can be reached, the amount of contribution by the State and the contractor will then be further discussed. In the mean time we will take no further action until we hear from Peter Kiewit Sons' Co.

ROBERT L. MAY, JR.
Assistant Counsel

RLM:aj
cc - Mr. W. C. Williams

RECEIVED
NOV 14 1955
FOR FILING

S-29121
4341

November 10, 1955

CERTIFIED MAIL

Central Surety & Insurance Corporation
P.O. Box 207
Kansas City 10
Missouri

Central Surety & Insurance Corporation
C. A. Tomassene & Sons
1002 Cascade Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Peter Kiewit Sons' Company on contract No. 4341, covering grading and paving on the South Unit, Klamath Falls-Midland Overcrossing Section of the Midland Secondary Highway in Klamath County.

This payment, in the amount of $11,114.27 will be released to contractor on or after November 21, 1955. The retained percentage is $4,847.09.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

ON CARD
gl

S-299(2)

2

Form E-1-Rev 6-53—10M

O[illegible]GON STATE HIGHWAY DEPARTM[illegible]

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 22, 1955

Section South Unit Klamath Falls-Midland Overcrossing

Kind of work Grading and Paving

Highway Midland

Section prefix 118-1065

Contractor Peter Kiewit Sons' Co.

Contract number 4341

Date of contract January 14, 1955

Date of completion September 30, 1955

Date work started February 14, 1955

Estimated date of completion , 19

Project authorization . . . . $ 172,650.38

Exclusive of Engineering . . . . $ 160,373.02

Per cent of time elapsed 94 %

Estimated cost of completed project, exclusive of engineering . . . . $ 160,600.00

Estimated per cent overrun or underrun . . . . %

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering authorization . . . . $ 12,277.36

Engineering cost to date $ 12,250.00, 100 %

Date project was completed September 15, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final records and estimate were completed on Wednesday and work on project is now complete.

NOTED
W. T. WRIGHT

NOTED
L. H. Young

RECEIVED
OCT 24 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed Jos. G. Toole, Resident Engineer

Address P. O. Box 1090, Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86385

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.53	3.53		3.53	3.53
Miles partially completed					
Miles completed	3.53	3.53		3.53	3.53
Total estimated quantities (contract)	64,700	24,400	2,000	70 tons 450 Agg.	7,500
Total quantities corrected to date	58,000	25,000	2,500	120 tons 630 Agg	7,000
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers............, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair and Mild		
Monday	Partly Cloudy		
Tuesday	AM Rain PM Partly Cloudy		
Wednesday	Partly Cloudy		
Thursday	Partly Cloudy		
Friday	Cloudy		
Saturday			

RECEIVED
SEP 21 1955
FOR FILING

S-299(2)
4341

September 20, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 15, 1955 on Contract No. 4341, South Unit, Klamath Falls-Midland Overcrossing Section, in Klamath County, in connection with Federal Aid Project No. S-299(2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:ls

cc: John Cattrall

FORM E-123 50M REVISED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
SEP 16 1955
FOR FILING

5 011(-)

NOTED
W. C. WILLIAMS

September 14, 1955

Maxwell & Goddard
Attorneys at Law
First Federal Savings & Loan Building
Klamath Falls, Oregon

Re: Claim of Mr. and Mrs.
Ableman

Gentlemen:

Please refer to your letter of August 26, 1955, and my reply of August 29, 1955, both relative to the above matter.

Following receipt of your letter of August 26, 1955, we reinvestigated the entire problem. Mr. Toole, our local engineer referred to in your letter, flatly denies that he ever advised anyone that the State Highway Commission had secured a right of way across the property owned by Mr. and Mrs. Ableman or that the State Highway Department had any right to remove fill dirt. Mr. Toole further denies that he ever admitted making a mistake with respect to this problem and states that at no time was he under the impression that the State owned any interest in the property. The statements of Mr. Toole are supported by the fact that a representative of Peter Kiewit Sons' Co. apparently negotiated with Mr. and Mrs. Ableman for a right to remove fill dirt. It is extremely unlikely that this would have been done if Peter Kiewit Sons' Co. had been under the impression that the State Highway Department owned any interest in Mr. and Mrs. Ableman's property or contemplated acquiring such an interest.

Under the circumstances, therefore, it is necessary that we reaffirm our prior denial of the claim of Mr. and Mrs. Ableman.

Very truly yours,

C. W. ENFIELD
Chief Counsel

RECEIVED

By
ROBERT L. MAY, JR.
Assistant Counsel

RLM/mlk
✓cc: Mr. W. C. Williams
Peter Kiewit Sons' Co.

RECEIVED
SEP 6 - 1955
FOR FILING

FORM 230—20M—2-55—82896
S-37151

4311

6056

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 2nd, 1955

SUBJECT:

REFERRED TO
Enfield
BY DEPUTY STATE HIGHWAY ENGINEER
For your use,

To: Mr. W. C. Williams
Deputy State Highway Engineer

I write this in response to Assignment #6056 attached to a letter from May which refers once again to the Ableman controversy on the Klamath Falls-Midland project. Goddard's letter of August 26th contains several statements which I will comment on individually.

Quoting from paragraph 2 of the letter: "Mr. Norris of the Peter Kiewit Sons' Co. had entered into negotiations with the Ablemans to purchase certain fill dirt and secure the right to enter upon their property for this purpose. Mr. Toole, your local engineer and representative in Klamath County, approached Mr. Norris and informed him that the State Highway had secured a right of way across the Ableman's property and that the State Highway Department had the right to remove certain fill dirt, and it would not be necessary for Peter Kiewit Sons to negotiate for the right to remove the fill dirt in question."

Toole states that this is in error as he never made such a statement. More on this later.

"That thereafter Mr. Toole had the state department surveyors stake out the alleged right of way; and after it was staked out by your officers and agents, Peter Kiewit Sons then entered upon the property, tore down the fences and proceeded to remove a considerable quantity of fill dirt."

The sequence of events was as follows: Norris of the Peter Kiewit Sons' Co. discussed the matter of obtaining borrow from this source with Toole. Toole stated that the area in question would have to be acquired by the State as right of way, and also Toole had the area delineated in the field by stakes. Norris was apparently aware that the State did not own the property as he started negotiations with the owner, Ableman, for entry for removal of the material, and what appeared to be a satisfactory agreement was worked out and signed by Mr. Ableman. Norris apparently felt that in order to clear himself the agreement should also be signed by Ableman's wife, and the instrument was transmitted to the owner with the request that his wife sign it. In the interim Ableman apparently changed his mind and did not return the instrument to Norris. Norris, apparently relying on the verbal agreement from Ableman, entered the property and removed approximately 500 yards of material, at which juncture the following sequence of events listed in Goddard's letter occurred:

> "My client upon a visit to Klamath Falls observed what happened, approached Mr. Norris and was informed of the foregoing developments. My client then, in the company of Mr. Norris, went to your Mr. Toole, and, in the presence of Mr. Norris and my client, Mr. Toole admitted that he had made a mistake and that the right of way which had been staked out by your officers and agents had not been secured by the State Highway Department, and that the property in question was that of Mr. Ableman."

Toole denies categorically that "he admitted he made a mistake" and infers that this part of the story is made out of whole cloth. Toole further states that at no time was he under the misapprehension that the State owned the property. This would seem to be borne out by Norris negotiating with Ableman for entry. Norris is no longer on the Klamath Falls job; in fact, he is no longer in the United States. Therefore, it is impossible for Toole to check with him; however, in leaning over backwards to give a clear picture of this, Toole states that it is possible that Norris might have jumped to the conclusion that the State had acquired the property as a result of some casual discussion between Norris and Toole. However, the fact that Norris negotiated with Ableman would seem to discredit this. As a correlary to this whole letter, Toole states that the Peter Kiewit Sons' Co. have at no time denied their liability or obligation to Ableman and have not attempted to sidestep this liability by shifting the blame to Toole.

Ableman owns a small tract of land abutting the Midland Secondary Highway. The property is unimproved sagebrush land which Toole believes to be worth about $2,000 (total for the tract). As at least a technical trespass was made, it is obvious that Ableman is going to make the most of it, and I suppose we will ultimately find ourselves in the position of having to defend ourselves against an action. What Ableman wants is for someone to buy his land for a fancy price plus attorney fees, and, as we would undoubtedly be behind the eight ball in negotiating with him at this time, I believe that, relying on Toole's statements, we should deny liability and defend the position. We have no immediate need for the property and would undoubtedly have to pick up the tab for the Peter Kiewit Sons' Co. over a matter which is not of our own making.

I am, by a copy of this letter, informing Toole as to the nature of my report so that should there be any misstatements or incorrect implications they may be corrected.

Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:AB

cc to: Dean Swift
J. G. Toole

RECEIVED
SEP 2 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
August 29, 1955

SUBJECT: Claim of Mr. and Mrs. Ableman

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

Contract No. 4341

PLEASE RETURN TO
W. C. WILLIAMS

Dear Mr. Williams:

You may recall that Mr. and Mrs. Ableman have made a claim against the Highway Commission and Peter Kiewit Sons' Company on the grounds that Peter Kiewit Sons' Company, the State's contractor, trespassed on property located near Klamath Falls and owned by Mr. and Mrs. Ableman. Our investigation revealed that the responsibility for the trespass was that of Peter Kiewit Sons' Company alone.

I am enclosing herewith a copy of a letter received this date from Maxwell & Goddard, attorneys for Mr. and Mrs. Ableman, which presents an entirely different picture. I would appreciate your having an investigation made and letting me have your comments and suggestions.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

ROBERT L. MAY, JR.
Assistant Counsel

RLM:jv

Encl.

RECEIVED
AUG 30 1955
OFFICE OF
STATE HIGHWAY ENGINEER

ASSIGNMENT

Date: August 31, 1955 No. 6056 By WCW

Description: Copy of letter of August 26 from Maxwell & Goddard, Attorneys, and letter of August29 by Bob May regarding claim of Mr. and Mrs. Ableman for trespass. (Contract No. 4341).

Acknowledged by_____ Referred to Cooper ✓

XX Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr._______
__ Contact correspondent and report

Remarks: Apparently Mr. Swift's letter of August 8 was somewhat in error.

WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 9-2-55 mw Report Received__________

L & GODDARD
RNEYS AT LAW
SAVINGS & LOAN BUILDING
TH FALLS, OREGON

st 26, 1955

RECEIVED
AUG [illegible] 1955
LEGAL DEPT.

Jr.

eipt of your letter of August 18,
nd Mrs. Ableman of Crescent City,
ction with the trespass by Peter
s that no entry upon the property
quested or authorized by the State

I am unacquainted with the extent
on, I am wondering if you are acquainted
on with this matter. Mr. Norris of the
ered into negotiations with the Ablemans
and secure the right to enter upon
e. During the course of these negotia-
ngineer and representative in Klamath
County, approached Mr. Norris and informed him that the State Highway had secured a right of way across the Ableman's property and that the State Highway Department had the right to remove certain fill dirt, and it would not be necessary for Peter Kiewit Sons to negotiate for the right to remove the fill dirt in question. That thereafter Mr. Toole had the state department surveyors stake out the alleged right of way; and after it was staked out by your officers and agents, Peter Kiewit Sons then entered upon the property, tore down the fences and proceeded to remove a considerable quantity of fill dirt. My client upon a visit to Klamath Falls observed what had happened, approached Mr. Norris and was informed of the foregoing developments. My client then, in the company of Mr. Norris, went to your Mr. Toole, and, in the presence of Mr. Norris and my client, Mr. Toole admitted that he had made a mistake and that the right of way which had been staked out by your officers and agents had not been secured by the State Highway Department, and that the property in question was that of Mr. Ableman.

In view of the foregoing facts, it is my contention that the State Highway is a party to this trespass and is jointly liable with Peter Kiewit Sons for any damages done to the property and for the value of the fill dirt removed.

MAXWELL & GODDARD
ATTORNEYS AT LAW
FIRST FEDERAL SAVINGS & LOAN BUILDING
KLAMATH FALLS, OREGON

R. B. MAXWELL
B. J. GODDARD

August 26, 1955

RECEIVED
AUG 2? 1955
LEGAL DEPT.

Oregon State Highway Department
Salem
Oregon

Attention: Mr. Robert L. May, Jr.

Gentlemen:

This will acknowledge receipt of your letter of August 18, relative to the claim of Mr. and Mrs. Ableman of Crescent City, denying any liability in connection with the trespass by Peter Kiewit Sons' Co. on the grounds that no entry upon the property of Mr. and Mrs. Ableman was requested or authorized by the State Highway Commission.

In view of the fact that I am unacquainted with the extent or details of your investigation, I am wondering if you are acquainted with certain facts in connection with this matter. Mr. Norris of the Peter Kiewit Sons' Co. had entered into negotiations with the Ablemans to purchase certain fill dirt and secure the right to enter upon their property for this purpose. During the course of these negotiations, Mr. Toole, your local engineer and representative in Klamath County, approached Mr. Norris and informed him that the State Highway had secured a right of way across the Ableman's property and that the State Highway Department had the right to remove certain fill dirt,and it would not be necessary for Peter Kiewit Sons to negotiate for the right to remove the fill dirt in question. That thereafter Mr. Toole had the state department surveyors stake out the alleged right of way; and after it was staked out by your officers and agents, Peter Kiewit Sons then entered upon the property, tore down the fences and proceeded to remove a considerable quantity of fill dirt. My client upon a visit to Klamath Falls observed what hadhappened, approached Mr. Norris and was informed of the foregoing developments. My client then, in the company of Mr. Norris, went to your Mr. Toole, and, in the presence of Mr. Norris and my client, Mr. Toole admitted that he had made a mistake and that the right of way which had been staked out by your officers and agents had not been secured by the State Highway Department, and that the property in question was that of Mr. Ableman.

In view of the foregoing facts, it is my contention that the State Highway is a party to this trespass and is jointly liable with Peter Kiewit Sons for any damages done to the property and for the value of the fill dirt removed.

Oregon State Highway Department
Page 2
August 26, 1955

Unless some amicable settlement of this matter can be arranged between the State Highway Department, its contractor, Peter Kiewit Sons, and my client, Mr. Ableman, it will be necessary that I take appropriate steps to enforce my client's rights.

Very truly yours,

MAXWELL & GODDARD

By B. J. Goddard

BJG:db
cc: Mr. and Mrs. Lewis Ableman
Peter Kiewit Sons' Co.

RECEIVED
AUG 19 1955
FOR FILING

S.299(2)
4341

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11th, 1955

5954

SUBJECT:

RECEIVED

To: Mr. W. C. Williams
Deputy State Highway Engineer

PLEASE RETURN TO
W. C. WILLIAMS

In reply to your Assignment #5954 attached to a letter from Maxwell & Goddard, Attorneys at Law at Klamath Falls, and referring to a trespass by the Peter Kiewit Sons' Co. on the Ableman property in Block 17, Ewauna Park, I hand you a letter from Dean Swift which explains the matter.

It is my recommendation that we inform Mr. Goddard that he should look to the Peter Kiewit Sons' Co. for relief in this matter as the State was not a party to the trespass.

Forrest Cooper
Ass't. Construction Engineer

FC:AR
Enc.

FORM E-30 25M 6-51 82215

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
August 8, 1955

SUBJECT:

To:
Mr. Forrest Cooper
Assistant Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Below is a report on the trespass by Peter Kiewit Sons' Company on property owned by Mr. Lewis Ableman, which was referred to in your letter of July 21st:

Mr. Bert Norris, Superintendent for Peter Kiewit Sons' Company advises that at the time of entering Mr. Ableman's property he had a signed agreement from Mr. Ableman covering the use of the ground. The agreement was not signed by Mrs. Ableman, however, so Mr. Norris returned the agreement for Mrs. Ableman's signature. The agreement was never returned, and Mr. Ableman ignoring previous arrangements, asked for a great deal more money for the use of the land. As soon as this happened the contractor withdrew his equipment, levelled the area where he had obtained approximately 500 yards of material, and replaced the fence.

The State Highway Department had no hand in arranging for this borrow pit as we already had a pit under lease some two miles south of this location. The contractor elected to secure this pit at the north end to eliminate crossing of a questionable canal bridge with his oversize equipment. The property does not appear to be damaged to any extent, while on the other hand, the contractor lost the cost of grading a large area which he planned to use.

Very truly yours,

Dean Swift

DEAN SWIFT
Division Engineer

DS:me
cc: Mr. J. G. Toole

NOTED
FORREST COOPER

RECEIVED
AUG 10 1955
FOR FILING

R. B. MAXWELL
B. J. GODDARD

File

MAXWELL & GODDARD
ATTORNEYS AT LAW
FIRST FEDERAL SAVINGS & LOAN BUILDING
KLAMATH FALLS, OREGON

July 26, 1955

Oregon State Highway Department
Salem
Oregon

#5954 new

Attention: Mr. Robert L. May, Jr.

Gentlemen:

This will acknowledge receipt of your letter of July 21, 1955, relative to the claim of Mr. and Mrs. Ableman. In view of your requested investigation of the facts of this matter, we will delay any further action until we have been contacted by you.

Very truly yours,

MAXWELL & GODDARD

By

BJG:db
cc: Mr. and Mrs. Lewis Ableman

RECEIVED
JUL 29 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123 50M REVISED 2-52

RECEIVED
JUL 25 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

1859

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

July 21, 1955

Maxwell & Goddard
Attorneys at Law
Klamath Falls, Oregon

NOTED
W. C. WILLIAMS

Gentlemen:

This is to acknowledge receipt of your letter of July 19, 1955, relative to the claim of Mr. and Mrs. Ableman that certain contractors of the State have trespassed on their real property. We have requested that an immediate investigation be made, and as soon as we have obtained the facts will again contact you.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By
ROBERT L. MAY, JR.
Assistant Counsel

RLM/mlk
cc: Mr. W. C. Williams

RECEIVED
JUL 22 1955
OFFICE OF
STATE HIGHWAY ENGINEER

MAXWELL & GODDARD
ATTORNEYS AT LAW
FIRST FEDERAL SAVINGS & LOAN BUILDING
KLAMATH FALLS, OREGON

R. B. MAXWELL
B. J. GODDARD

PLEASE RETURN TO
W. C. WILLIAMS

July 19, 1955

RECEIVED
JUL 20 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. C. WILLIAMS

Oregon State Highway Commission
Salem
Oregon

Oregon State Highway Department
Klamath Falls
Oregon

Gentlemen:

We represent Mr. Lewis Ableman and Evelyn A. Ableman, his wife, of Crescent City California. Mr. and Mrs. Ableman are the owners of Lots 1 to 20 inclusive of Block 16, and Lots 1 to 6 inclusive of Block 17, EWAUNA PARK, a legal subdivision of the County of Klamath, State of Oregon. These lots are located to the west of the Great Northern Roundhouse on the Midland Highway, the state secondary highway which the State is currently reconstructing.

Your contractor, the Peter Kiewit and Sons, I am informed by Mr. Ableman, trespassed on the property in question and removed a considerable amount of fill dirt and tore down the fences surrounding the property, in the process.

Under the circumstances I have advised Mr. Ableman that he has a legitimate cause of action for damages to his property for the trespass and he computes that his property has been damaged to the extent of $1000.00. It is our further understanding that your contractor did the trespassing under authorization from the State Highway Commission or certain of its agents and employees.

This letter is a demand on behalf of Mr. and Mrs. Ableman for the payment of the $1000 for the damage resulting from the trespass.

I am also enclosing herewith a copy of a demand letter I am this date making on Peter Kiewit and Sons and I suggest you contact me relative to this claim within the very near future; otherwise, I will be forced to institute legal action on behalf of Mr. and Mrs. Ableman.

You are further hereby notified that you are to cease and desist from any further trespass and appropriation of Mr. and Mrs. Ableman's property.

Very truly yours,

MAXWELL & GODDARD
By B. J. Goddard

(Copy sent to Enfield)
cc-Lewis Ableman

MAXWELL & GODDARD
ATTORNEYS AT LAW
FIRST FEDERAL SAVINGS & LOAN BUILDING
KLAMATH FALLS, OREGON

R. B. MAXWELL
B. J. GODDARD

July 19, 1955

Peter Kiewit and Sons
Lakeshore Drive
Klamath Falls, Oregon

Gentlemen:

I understand you are the contractor reconstructing the section of secondary highway known as the Midland Road from the corner located west of the Great Northern crossing and roundhouse to its junction with Highway 97.

We represent Mr. and Mrs. Lewis Ableman of Crescent City, California. Mr. and Mrs. Ableman own Lots 1 to 20 inclusive of Block 16, and Lots 1 to 6 inclusive of Block 17, EWAUNA PARK, a legal subdivision of Klamath County, Oregon. These are the lots located directly west of the railroad crossing and adjacent to the curve next to the Klamath Livestock Commission yards.

Mr. and Mrs. Ableman informed me that your employees and agents trespassed upon their property, tore down the fences and removed fill dirt therefrom. Under the circumstances, Mr. Ableman informs me that he has been damaged to the extent of $1000 as the result of such trespass.

This letter constitutes a demand for the immediate payment of the sum of $1000 to Mr. and Mrs. Ableman.

I am enclosing herewith a copy of a letter I have this date written the Oregon State Highway Commission relative to this matter, the contents of which I believe are self-explanatory.

You are further hereby notified to immediately cease and desist from any further trespassing on the property in question, without obtaining the prior permission of Mr. and Mrs. Ableman.

Very truly yours,

MAXWELL & GODDARD

By

BJG:fc
enc
cc-Oregon State Highway Commission
cc- Mr. and Mrs. Ableman

RECEIVED
JUL 20 1955
[illegible]

RECEIVED
JUL 25 1955
FOR FILING

S-299(21)
4341

5953

July 22, 1955

Mr. Howard E. Birdsley
4218 Abner Street
Los Angeles, California

Dear Sir:

Reference is made to your letter of July 19 requesting information as to the total number of yards of gravel hauled by you and others on the Midland Road Contract.

The information you request is not available in this office; however, I am asking the field Resident Engineer to provide you with this information if it is available.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

cc Mr. H. C. Smith

EAP:dt lg

A-7

FORM E-90X—50,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 22, 1955

SUBJECT:

To: Mr. Dean Swift
Division Engineer
Oregon State Highway Department
Bend, Oregon

Dear Sir:

Herewith copy of a letter from Mr. Howard Birdsley referring to gravel hauled by him on the Peter Kiewit Son's Contract on the Midland Secondary.

If possible, will you have Mr. Toole determine the amount of material referred to and advise Mr. Birdsley with a copy of his letter to this office.

Yours very truly,

H. G. Smith
Construction Engineer

By:

Edwin A. Pease
Construction Office Engineer

EAP:dt

Enclosure
cc- Mr. W. C. Williams ✓
Mr. J. G. Toole

ASSIGNMENT

Date: **July 21, 1955** No. ENT 5923 By WCW

Description: **Letter of July 19 by Howard E. Birdsley, of Los Angeles, requesting information on total yards of gravel hauled by himself and William H. Dudley on the Midland Road just south of Klamath Falls. Peter Kiewit Sons's contract, subcontract to Dispatch Trucking.**

Acknowledged by_____ Referred to **Cooper**

- _ Investigate and report with recommendation
- _ Such action as necessary and report
- _ Comment or recommendation
- X Return with rough draft of reply
- _ Prepare reply for signature of Mr.________
- _ Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Executed 7-22-55 Report Received__________

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Respectfully yours,

Howard E. Birdsley

Howard E. Birdsley
4218 Abner St.
Los Angeles, Calif.

RECEIVED
JUL 20 1955
STATE [illegible] COMMISSION

E RETURN TO
WILLIAMS

NOTED
W. C. WILLIAMS

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S-299(2)

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OAD

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Department of Commerce, here-
Congress approved July 11,

program, which was approved on
inafter described; and

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project in accordance with
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fly described in the program:
-lane high type pavement
work)

of Midland and FAS 410 near,
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procedures approved by the Commis-

OF SAID PROJECT

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orized United States pro rata share
ne hundred sixty-two thousand,
two hundred sixty

dollars ($**162,268.70**).

Comm—DC—32551

July 19, 1955

Oregon State Highway Dept.
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Gentlemen:

I am writing this letter requesting the total yards of gravel hauled by me, Howard E. Birdsley and/or William H. Dudley on the Midland road just south of Klamath Falls. This work was done during the month of June, 1955 under the contract of Peter Kiewit Son's and sub-contract of Dispatch Trucking.

Dispatch Trucking will not give me this information, so I have no way of knowing just how much I have earned.

Respectfully yours,

Howard E. Birdsley

Howard E. Birdsley
4218 Abner St.
Los Angeles, Calif.

RECEIVED
JUL 20 1955
STATE [illegible] COMMISSION

dollars ($162,268.70).

Comm—DC—32551

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

47
State [illegible]gon
County Klamath
Project No. S-299(2)
4341

PROJECT AGREEMENT FOR SECONDARY ROAD
UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 20th day of June, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 27th day of December, 1954, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program: Being 3.535 miles of grading, draining, and 2-lane high type pavement (Character of work)

between F.A. Route 33 approximately 1.5 miles north of Midland and FAS 410 near Altamont, (Control points)

consisting of 3.535 miles of roadway and no (Number) bridges ~~covering ______ miles in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of one hundred thousand and 00/100 dollars ($100,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one hundred sixty-two thousand, two hundred sixty-eight and 70/100 dollars ($162,268.70).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler
Chairman, State Highway Commission
(Title)

By Chas H Reynolds
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest

SECRETARY

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer, Bureau of Public Roads

RECEIVED
JUN 16 1955
DIVISION 8

Oregon State Highway Department

Federal Aid Secondary
Project No. S-299 (2)

SOUTH UNIT, KLAMATH FALLS-MIDLAND OVERCROSSING

SECTION OF THE MIDLAND HIGHWAY IN KLAMATH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 21, 1955

Type Code 6201
Roadway (Sta. 108+50 to Sta. 296+00) (Contract No. 4341)

All Required	Clearing and Grubbing	$	$ 2,500.00
550 cu. yds.	Drainage Excavation, Unclassified	3.85	2,117.50
56,000 cu. yds.	Special Borrow Excavation, Unclassified	0.48	26,880.00
8,700 cu. yds.	General Excavation, Unclassified	0.36	3,132.00
14,300 yd. sta.	Short Overhaul	0.02	286.00
20 C-yd. sta.	Long Overhaul	1.00	20.00
78,800 yd. mi.	Truck Haul on Borrow	0.01	788.00
3.53 mile	Finishing Roadbed and Slopes	600.00	2,118.00
270 lin. ft.	18-Inch Corrugated Metal Pipe	4.00	1,080.00
74 lin. ft.	24-Inch Corrugated Metal Pipe	6.00	444.00
26 lin. ft.	30-Inch Corrugated Metal Pipe	8.00	208.00
190 lin. ft.	36-Inch Corrugated Metal Pipe	11.70	2,223.00
50 lin. ft.	60-Inch Corrugated Metal Pipe	27.80	1,390.00
130 lin. ft.	18-Inch Half Round Corrugated Metal Pipe	3.10	403.00
70 lin. ft.	43-Inch Arch Type Corrugated Metal Pipe	11.80	826.00
90 lin. ft.	18-Inch Corrugated Metal Siphon Pipe	8.00	720.00
100 lin. ft.	36-Inch Corrugated Metal Siphon Pipe	17.00	1,700.00
1,360 lin. ft.	18-inch Concrete Pipe	3.60	4,896.00
210 lin. ft.	24-Inch Concrete Pipe	4.50	945.00
12 cu. yds.	Concrete End Basins	78.00	936.00
20,600 cu. yds.	2" - 0 Rock in Base	1.75	36,050.00
3,800 cu. yds.	3/4" - 0 Rock in Base and Shoulders	2.00	7,600.00
600 M-gals.	Sprinkling	3.00	1,800.00
3.53 Mile	Preparation of Base	400.00	1,412.00
450 cu. yds.	3/4" - 0 Rock in Binder Course	4.85	2,182.50
70 tons	RC-3 Asphalt in Binder Course	43.00	3,010.00
7,500 tons	Class "B" Asphaltic Concrete	5.30	39,750.00
60 only	Extra for Asphaltic Concrete Approaches	35.00	2,100.00
	Subtotal		$147,517.00
	10% Engr. & Cont.		14,751.70
	Total		$162,268.70

Length of Roadway	3.535 Miles
Length of Structure	0.016 Mile
Total Length	3.551 Miles

Cost of Roadway per Mile $64,011.32

Federal Funds	$100,000.00
State Funds	62,268.70
	$162,268.70

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
FEB 28 1955
FOR FILING

5-299(2)
4341

February 25, 1955

Peter Kiewit Sons' Co.
8th & Douglas Sts.
Longview, Washington

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4341, which was awarded to you by the State Highway Commission on January 19, for grading and paving on the South Unit, Klamath Falls-Medland Overcrossing Section of the Midland Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
FEB 25 1955
FOR FILING

S-299(2)
4341

February 21, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on February 14, 1955 on Contract No. 4341, South Unit, Klamath Falls-Midland Overcrossing Section, in Klamath County, in connection with Federal Aid Project No. S-299 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:bb

RECEIVED
JAN 20 1955
FOR FILING

S-299(2)
4341

January 20, 1955

Peter Kiewit Sons' Company
P. O. Box 491
Longview, Washington

Gentlemen:

The State Highway Commission on January 19, 1955 awarded to you State Highway Contract No. 4341 for grading and paving; also furnishing crushed rock in stockpile on the South Unit, Klamath Falls-Midland Overcrossing Section of the Midland Highway in Klamath County.

This award was based on your bid of $152,792 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
[illegible]
FOR FILING
S-299(2)
4341

January 4, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The program addition of Item No. 289, Project S-299(2), Oregon Federal-aid Secondary Highway Program, Stage 2, was approved for the Commissioner of Public Roads by Acting Deputy Commissioner G. M. Williams, effective December 27, 1954. This letter will confirm our previous verbal notification relative the action.

The item will appear on the program as follows:

W. C. WILLIAMS

Item No.	289
County	Klamath
Project No.	S-299(2)
FAS Route No.	427
State Route No.	420
Termini	0.9 mile west of FAS Route 434 Jct. to Jct. with FA Route 33 (Proposed FA Route 4)
Construction Cost:	
Total	$183,000
Federal Funds	$110,000
State Funds	$ 73,000
Length	3.53 miles
Character of Work Proposed:	Grade and drain, 2-lane high type pavement.

This action supersedes the program request under Supplement No. 27, Federal-aid Secondary Highway Program previously deferred.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
JAN 4 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 24 1955
FOR FILING

OREGON DISTRICT 5-299(2)

4341

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

January 4, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project WPS-FAS 299 (Revised)
Midland Highway, Klamath County

Dear Sir:

The sketch map, subject project, dated September 1954, is approved today subject to the following conditions:

> That the railroad grade crossings within the limits of the project shall be eliminated or adequately protected in accordance with General Administrative Memorandum No. 63.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
JAN 20 1955
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING
Const
Fed [illegible]
Prog Pr[illegible]
(S-299(2)

NOTED
W. C. WILLIAMS

November 15, 1954

[illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Federal-aid Secondary Highway Program, Supplement No. 27, dated November 1, 1954, has been forwarded to our Division Office with all program items recommended for approval except Item 289, Project S-299(2), Great Northern R.R.-Midland Overcrossing in Klamath.

We have recommended that approval of this item be deferred pending further discussion with you and perhaps a site inspection relative to the need of a railroad-highway grade separation structure at the present grade crossing of the Great Northern Railroad Company tracks. Supporting documents accompanying your program request indicated 150 train movements daily at this crossing. This number was later verified by your traffic department. Although the vast majority of train passages are reported to be switching movements at low speeds into a sorting yard, we feel that these movements are of such frequency (one every 9.6 minutes average for 24 hours per day) that consideration must be given to additional highway traffic protection.

Very truly yours,

C. G. POLK
District Engineer

BFI-161(20) Three Structures on Coast 1955
Fork Willamette River-Divide
#4342 Unit, Pacific Hwy.

RECEIVED
DEC [illegible] 1957
FOR FILING
BFI-161 (20)
4342

BOARD OF COUNTY COMMISSIONERS
KENNETH NIELSEN
RALPH PETERSEN
ROBERT W. STRAUB

EUGENE, OREGON

December 18, 1957

Mr. John F. Hageman
Engineer, County & City Relations
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

The County's executed copy of the agreement in connection with the Coast Fork-Willamette River-Divide Unit of the Goshen-Divide Section of the Pacific Highway, made on April 2, 1954 between the State and Lane County, was misplaced in the Court House and has not been recorded in the County Records.

A few days ago I wrote to Mr. Tom Edwards and have received a conformed copy of the agreement. Today, I have been advised by the Lane County District Attorney's office that we should secure the State's executed copy of the agreement and have the same microfilmed into the County records, and then return the same to you.

I will appreciate if you can arrange to have the State's executed copy sent to me. I will have it recorded by microfilm and returned to you at an early date thereafter.

Yours very truly,

F. E. WAGGONER
Lane County Surveyor

Coast Fk Will. Riv. - Divide Unit, Goshen - Divide Sec., Pacific Hwy.

FEW:oo

Miscellaneous C and A No. 1554 --- original of this agreement (except for the map) was given to J. F. Hagemann, Engineer in the City and County Relations Office, to send to Eugene so it can be microfilmed into the county records. It will then be returned to the State Highway Commission's files. HBG 12-19-57

FORM [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
OCT 10 1956
FOR FILING

BFI-161 (20)

October 9, 1956

W. M. Shields Construction Co.
252 Taylor St.
Eugene, Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 27 had under discussion your request for an extension of time from June 30, 1956, to the date of completion, August 13, 1956 within which to complete your contract No. 4342, covering three structures on the Goshen-Divide Section of the Pacific Highway in Lane County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. D. Morgan,
Division Engineer

Robert Ellison,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

A

LFI 161 ([illegible])
4342

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 18, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4342	8-Final	W. H. Shields Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20222	H-161312	$ 16,255.91	9/18/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1955

Time Extensions: to Aug. 13, 1956

Completion Date: Aug. 13, 1956

Date Accepted: Sept. 27, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-3-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: OCT 3 1956

Ruth Rawlings

RECEIVED
SEP 17 1956
FOR FILING

BFI-161(20)

4342

September 13, 1956

Request for extension of time
No. 20
September 27 and 28, 1956 meeting

Oregon State Highway Commission

Gentlemen:

Re: Three (3) structures on Coast Fork
Willamette River-Divide Section of
Pacific Highway
Contract No. 4342

W. H. Shields Construction Company, contractor on three (3) structures on the Coast Fork Willamette River-Divide Section of the Pacific Highway in Lane County, has requested a second extension of time from June 30, 1956, to the date of completion of the project, August 13, 1956.

All work was completed on these structures before the expiration of the first time extension with exception of painting of the structural steel on the London Road Undercrossing. This work was delayed until the arrival of suitable weather.

It is recommended that this second extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

PMS/mm

Attached

A

RECEIVED
SEP 7 1956
FOR FILING

EE2-10.1 ([illegible])

4342

September 7, 1956

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4342 for constructing three structures on the Goshen-Divide Section of the Pacific Highway in Lane County was completed by the contractor, W. H. Shields Construction Co., on August 13, 1956 but has not as yet been formally accepted by the Highway Commission.

Final payment in the amount of $16,255.91 will be released to the contractor after acceptance by the Commission. The total contract amount is $133,665.07 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tromp & McKinley Agency
43 West Broadway
Eugene, Oregon

NOTED ON CARD

RECEIVED
JAN 6 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 3, 1956

FFI-1-1 [illegible]
4342

[illegible] Shields Construction Co.
252 Taylor St.
Eugene, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 19, 1955 had under discussion your request for an extension of time from October 31, 1955 to June 30, 1956 within which to complete your contract No. 4342, covering three structures on the Goshen-Divide Section of the Pacific Highway in Lane County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

Wallace A. Palmateer,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
NOV 17 1955
FOR FILING

4342

November [illegible], 1955

Oregon State Highway Commission

Request for extension of time
No. 8
December 19 and 20 meeting.

Gentlemen:

Re: Three Structures on Coast Fork
Willamette River-Divide Unit
Contract No. 4342

[illegible] H. Shields Construction Co., contractor on Three Structures on Coast Fork Willamette River-Divide Unit of the Pacific Highway in Lane County, has requested an extension of time from October 31, 1955, to June 30, 1956, in which to complete the contract.

This contract required the contractor to coordinate his efforts with those of the grading contractor and not to build the end bents of the various structures until the approach fills had been made. The grading contractor did not complete the grading at the London Road Undercrossing until June 22, 1955, and the grading at the Martin Creek Bridge and Martin Creek Road Undercrossing sites until the week ending July 16, 1955. The bridge contractor started his work on the London Road Undercrossing on July 5, 1955. He has prosecuted the project diligently and is nearing completion on all phases of the work except painting of the structural steel on the London Road Undercrossing. This will have to wait until the arrival of suitable weather next spring.

It is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/dp

Attached

RECEIVED
FEB 15 1955
FOR FILING

BFI - 161.(20)
[illegible]

February 14, 1955

W. H. Shields Construction Co.
252 Taylor Street
Eugene, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4342, which was awarded to you on January 19 by the State Highway Commission, covering three structures on the Coast Fork Willamette River-Divide Unit, Goshen-Divide Section of the Pacific Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JAN 20 1955
FOR FILING

BFE-141 (20)
4342

January 20, 1955

W. H. Shields Construction Company
452 Taylor Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on January 19, 1955 awarded to you State Highway Contract No. 4342 for construction of three structures on the Coast Fork Willamette River-Divide Unit on new alignment of the Pacific Highway between Cottage Grove and Divide in Lane County.

This award was based on your bid of $140,187 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

File

RECEIVED
JAN 24 1955
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

[illegible] 161/20
4/3[illegible]

January 19, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4342 for Oregon Project BFI-161(20, Coast Fork Willamette River-Divide Section of the Pacific Highway (Structures), to W. H. Shields Construction Company of Eugene, Oregon, low bidder in the amount of $140,187 at the January 19, 1955 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
JAN 21 1955
[illegible]
STATE H[illegible] COMMISSION

OR FILING

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& Pigh.

(BFI-161(20))

December 23, 1954

Original to Mr. Pre[illegible]

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your request for individual project program change in Item 88, Project BFI-161(20), Supplement No. 11, Bond Financed Federal-aid Primary Highway Program, was approved effective December 21, 1954. The action was taken to correct the number and type of structures to conform with later and more complete data. One structure was added.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
7 1954
STATE

RECEIVED
FOR FIL

Coast
Bridg
[illegible]

BF-141(21)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1954

SUBJECT:

To:

Mr. R. ~~T~~. Stanley

In next year's State budget we are to replace the two overflow structures just west of the Coast Fork Bridge over the Willamette River on the Willamette Highway. These bridges are Mile 18-2.07 (Bridge 5285) 6-19' spans and Mile 18-2.41 (Bridge 6673) 4-19'spans. It is proposed to replace them with structures of equal length.

This section of the Willamette Highway is being planned for a eventual freeway with paved shoulders. The recently adopted standard requires a bridge 44 feet between curbs for the bridge at Mile 18-2.07 and a bridge 36 feet between curbs for the structure at Mile 18-2.41.

Please give me an estimate of cost for replacing these with precast beam and slab units on treated timber piling similar to the contract now underway on the Pacific Highway south of Tangent.

G. S. Paxson

GSP:gm
cc W. W. Stiffler ✓
I. A. DeFrance

NOTED
W. W. STIFFLER

S-247(6) Coyote Creek Bridge 1955

#4343

OREGON STATE HIGHWAY DEPARTMENT

(date)

~~September 23, 1955~~

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4343	7-Final	H. C. Werner, Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19172	R-132542	$ 2,765.50	~~9/23/55~~

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawling
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: None

Completion Date: Aug. 10, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-27-55

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
~~H. B. Glaisyer~~
ass't. Secretary

NOTED ON CARD
gl

Warrant Mailed: [illegible] 1955

Ruth Rawling

RECEIVED
SEP 14 1955
FOR FILING

S-247(6)
4343

September 13, 1955

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

State highway contract No. 4343 for work performed on the Crow-Gillespie Corners Section of the Territorial Highway in Lane County was completed by the contractor, H. C. Werner, Inc., on August 10, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $2,765.50 will be released to the contractor after acceptance by the Commission. The total contract amount is $33,247.29, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By ______________________
Floyd Query, Assistant Secretary

rn

NOTED ON CARD
9-13-55

RECEIVED
FEB 15 1955
FOR FILING

S-247 (1)
[illegible]

February 14, 1955

H. C. Werner, Inc.
3170 West 11th Ave.
Eugene, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4343, for construction of Coyote Creek Bridge on the Crow-Gillespie Corners Section of the Territorial Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

VED
U 1955
FILING

241 (6)
42

January 20, 1955

H. C. Wegner, Inc.
3170 West Eleventh Avenue
Eugene, Oregon

Gentlemen:

The State Highway Commission on January 19, 1955 awarded to you State Highway Contract No. 4313 for construction of Coyote Creek Bridge on the Territorial Highway south of Crow in Lane County.

This award was based on your bid of $35,303 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

IH-176 (10) Illa[illegible] Undercrossing 1955

4344

RECEIVED
DEC 20 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) December 21, 1955

1N-176(10)

(CONTRACT NO.) 4344

(EST. NO.) 6-Final

(CONTRACTOR) Tom Lillebo

(VOUCHER NO.) 25635

(WARRANT NO.) R-138089

(AMOUNT) $ 1,308.77

(DATE) 12/21/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1955

Time Extensions: None

Completion Date: Oct. 31, 1955

Date Accepted: Dec. 19, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-23-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: DEC

Ruth Rawlings

NOTED ON CARD

B

RECEIVED
DEC 15 1955
FOR FILING

IN-176(10)
4344

December 15, 1955

CERTIFIED MAIL

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4344 for constructing the Illahee Undercrossing on Battle Creek Jct.-Jefferson Jct. Section of the Pacific Highway East in Marion County was completed by the contractor, Tom Lillebo, on October 31, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,308.77 will be released to the contractor after acceptanse by the Commission. The total contract amount is $29,327.70 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performanse bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
NOV 23 1955
FOR FILING

IN-176([illegible])
4344

November 23, 1955

CERTIFIED MAIL

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Tom Lillebo in connection with contract No. 4344, for constructing the Illahee Undercrossing on the Pacific Highway East in Marion County. This payment, in the amount of $2,393.83, will be released to the contractor on or after December 3, 1955. The retained percentage is $866.57.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
FEB 15 1955
FOR FILING

IN-176 (10)
4344

February 14, 1955

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir;

We enclose herewith two fully executed copies of contracts which were awarded to you on January 19 by the State Highway Commission, as follows:

Contract No. 4336, covering the Frankport-Greggs Creek Unit, Brush Creek-Greggs Creek Section of the Oregon Coast Highway in Curry County.

Contract No. 4344, covering Illahee Under-crossing on the Battle Creek Jct.-Jefferson Jct. Section of the Pacific Highway East in Marion County.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JAN 20 1955
FOR FILING

IN-176 (10)
4344

January 20, 1955

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission on January 19, 1955 awarded to you State Highway Contract No. 4344 for construction of Illahee Undercrossing over the Pacific Highway East south of Salem in Marion County.

This award was based on your bid of $29,954 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

File

RECEIVED
JAN 24 1955
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

[illegible] STATE HIGHWAY BLDG.
SALEM, OREGON

IN-176 (10)
1-11

January 19, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 4344 for the Illahee Undercrossing structure on Oregon Project IN-176(10), Battle Creek Junction-Illahee Section of the Pacific Highway East, to Tom Lillebo of Reedsport, Oregon, low bidder in the amount of $29,952.00 at the January 19, 1955 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
JAN 21 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1955
FOR FILING
Coast
OREGON DISTRICT
Fed Aid
Oreg. Hwy.

IN - 176(10)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

January 4, 1955

Mr. R. [illegible] Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project IN-176(10), Illahee Undercrossing on the Battle Creek Junction-Illahee Section of the Pacific Highway East.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
JAN 11 1955
OREGON
STATE HIGHWAY COMMISSION

BFI-324 (12) Hayesville School-Battle 1955
Creek Jct. Sec. of the
4345 Portland-Salem Expressway

FI 1-324 (12)

Filed

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 25, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4345	5-Final	Knight Pearcy	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
14655	R-127758	$ 517.00	7/22/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: May 31, 1955

Time Extensions: None

Completion Date: May 31, 1955

Date Accepted: June 30, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-25-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible]

Ruth Rawlings

NOTED ON CARD

RECEIVED
JUL 18 1955
FOR FILING

F-B- 324(13)
4345

July 15, 1955

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4345 for roadside improvement on the Hayesville School-Battle Creek Junction Section of the Portland-Salem Expressway in Marion County was completed by the contractor, Knight Pearcy, on May 31 and was formally accepted by the Highway Commission on June 30, 1955.

Final payment in the amount of $517.00 will be released to the contractor on or after July 25, 1955. The total contract amount is $12,438.21 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JUN 28 1955
FOR FILING

BFI-324(12)
4345

June 27, 1955

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Knight Pearcy on contract No. 4345, for roadside improvement on the Hayesville School-Battle Creek Junction Section of the Portland-Salem Expressway in Marion County.

This payment, in the amount of $4,000.00, will be released to the contractor on or after July 7, 1955. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JUN 28 1955
FOR FILING

BFI-324(13)
4345

June 27, 1955

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Knight Pearcy on contract No. 4345, for roadside improvement on the Hayesville School-Battle Creek Junction Section of the Portland-Salem Expressway in Marion County.

This payment, in the amount of $4,000.00, will be released to the contractor on or after July 7, 1955. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

Form PR 2 (Revised 1950)

1633

State Oregon

Federal Aid Bond Issue Project No. BFI-324(12)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of June, 1955,

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 17th day of December, 1954, a program, which was approved on the 31st day of December, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 4th day of January, 1955, and the sum of six thousand, nine hundred and 00/100 dollars ($6,900.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

UNITED STATES PRO RATA SHARE OF TH

labc

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Proceeds of bonds as follows:

(Include date and citation of act of legislature by which authorized)

Authorized by Chapter	Oregon Laws	Amount	Date of Issue	Beginning Date of Maturities
491	1951	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
491	1951	15,000,000	Mar. 1, 1952	Mar. 1, 1953
491	1951	10,000,000	Mar. 1, 1953	Mar. 1, 1954
20	1953	32,000,000	Sept. 1, 1953	Sept. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 50+00 in the NE 1/4, Section 12, T. 7 S., R. 3 W., W.M., and survey station L^{3a}-557+00 in the NE 1/4, Section 26, T. 8 S., R. 3 W., W.M., without exception

County,

, length 9.602 miles, in Marion

being Oregon Federal Aid / Bond Issue project No. BFI-324(12), consisting of 9.602 miles of roadside improvement. ~~of a mile in length.~~

~~roadway and bridges, each of more than 20 feet clear span,~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of six thousand, nine hundred and 00/100 dollars ($6,900.00), which does not exceed the authorized Federal pro rata share of eleven thousand, two hundred sixty-one and 80/100 dollars ($11,261.80), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal Funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest
SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—11379-6 A4.62

Oregon State Highway Department

Federal Aid
Project No. BFI-324 (12)

HAYESVILLE SCHOOL-BATTLE CREEK JUNCTION SECTION
OF THE PORTLAND-SALEM EXPRESSWAY IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 21, 1955

Type Code Y005
Roadside Improvement (Sta. 50+00 to Sta. 557+00) (Contract No. 4345)

2,800 cu. yds.	Excavating and Placing Topsoil	$ 0.90	$ 2,520.00
All Required	Obliterating Roadways		960.00
20 Acres	Seeding Roadside Areas	50.00	1,000.00
450 only	Furnishing and Planting Trees	4.35	1,957.50
1,325 only	Furnishing and Planting Shrubs	1.05	1,391.25
325 only	Furnishing and Planting Vines	0.40	130.00
150 lbs.	Grass Seed Highland Bent	0.90	135.00
450 lbs.	Grass Seed Creeping Red Fescue	0.50	225.00
13 Cwt.	Bone Meal	5.25	68.25
60 Cwt.	Inorganic Fertilizer, 10-16-8	4.60	276.00
110 Units	Sawdust	12.00	1,320.00
3 tons	Peat Moss	85.00	255.00
	Subtotal		$ 10,238.00
	10% Engr. & Cont.		1,023.80
	Total		11,261.80

Length of Roadside Improvement	9.310 Miles
Length of 16 Structures	0.292 Mile
Total Length	9.602 Miles
Cost of Improvement per Mile	$1,209.64

Federal Funds	$ 6,900.00
State Funds	4,361.80
	$ 11,261.80

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939; Chap. 491, laws 1951; Chap. 20, laws 1953.

State Funds for Maint.; Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. HFI-324 (12)

HAYESVILLE SCHOOL - BATTLE CREEK JUNCTION SECTION OF THE PORTLAND - SALEM EXPRESSWAY IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, Jan. ~~5~~ 4, 1955

Type Code Y005
Roadside Improvement (Sta. 50+00 to Sta. 557+00)

2,800 Cu. Yds.	Excavating and Placing Topsoil	$ 1.10	$ 3,080.00
All Required	Obliterating Roadways		300.00
20 Acres	Seeding Roadside Areas	200.00	4,000.00
450 Only	Furnishing and Planting Trees	3.40	1,530.00
1,325 Only	Furnishing and Planting Shrubs	1.30	1,722.50
325 Only	Furnishing and Planting Vines	0.30	97.50
150 lbs.	Grass Seed Highland Bent	1.00	150.00
450 lbs.	Grass Seed Creeping Red Fescue	0.75	337.50
13 Cwt.	Bone Meal	5.00	65.00
60 Cwt.	Inorganic Fertilizer, 10-16-8	5.00	300.00
110 Units	Sawdust	11.00	1,210.00
3 Tons	Peat Moss	90.00	270.00
		Subtotal	$13,062.50
		10% Engr. & Cont.	1,306.25
		Total	$14,368.75

Length of Roadside Improvement	9.310 Miles
Length of 16 Structures	0.292 Mile
Total Length	9.602 Miles
Cost of Improvement Per Mile	$ 1,543.36 ~~$1,543.36~~

Federal Funds	8,900.00
State Funds	5,468.75
	$14,368.75

Revised Copy

Oregon State Highway Department

Federal Aid Project
No. HFI-324 (12)

HAYESVILLE SCHOOL - BATTLE CREEK JUNCTION SECTION OF THE PORTLAND - SALEM EXPRESSWAY IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, Jan. 4, 1955

Type Code Y005
Roadside Improvement (Sta. 50+00 to Sta. 557+00)

2,800 cu. yds.	Excavating and Placing Topsoil	$ 1.50	$ 4,200.00
All Required	Obliterating Roadways		300.00
20 acres	Seeding Roadside Areas	200.00	4,000.00
450 only	Furnishing and Planting Trees	3.40	1,530.00
1,325 only	Furnishing and Planting Shrubs	1.30	1,722.50
325 only	Furnishing and Planting vines	0.30	97.50
150 lbs.	Grass Seed Highland Bent	1.00	150.00
450 lbs.	Grass Seed Creeping Red Fescue	0.75	337.50
13 Cwt.	Bone Meal	5.00	65.00
60 Cwt.	Inorganic Fertilizer, 10-16-8	5.00	300.00
110 units	Sawdust	11.00	1,210.00
3 tons	Peat Moss	90.00	270.00
	Subtotal		$ 14,182.50
	10% Engr. & Cont.		1,418.25
	Total		$ 15,600.75

Length of Roadside Improvement	9.310 Miles	
Length of 16 Structures	0.292 Mile	
Total Length	9.602 Miles	
Cost of Improvement per Mile		$ 1,675.69

Federal Funds	$ 9,600.00
State Funds	6,000.75
	$ 15,600.75

RECEIVED
JUN 8 1955
FOR FILING

BFI-324(12)
4345

June 6, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 31, 1955, on Contract No. 4345, Hayesville School-Battle Creek Junction Section, in Marion County, in connection with Federal Aid Project No. BFI-324 (12).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DMP:ie

cc: John Cattrall

EFI-[illegible]

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
FOR CONSTRUCTION PROJECTS ONLY

Section Hayesville School - [illegible]
For Week Ending June 4, 1955
Highway Portland-Salem Expressway
Kind of work Roadside Improvement.
Contractor [illegible]
Section prefix 24-1091
Date of contract [illegible], 19[illegible]
Contract number 4345
Date work started [illegible], 19[illegible]
Date of completion May-31, 1955
Project authorization . . . . $[illegible]
Exclusive of Engineering . . . . $[illegible]
Estimated date of completion May-31, 1955
Per cent of time elapsed 100 %
Estimated cost of completed project, exclusive of engineering $15185.94
Per cent of contract completed, based on total contract price . . . . 100 %
Engineering authorization . . . . $
Engineering cost to date $27320, [illegible] %
Date project was completed May-31, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

[illegible]

All [illegible]

NOTED
OSCAR CUTLER

NOTED
H. G. SMITH

NOTED
FORREST CO[illegible]ER

RECEIVED
JUN [illegible] 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed Kermit E. Barr[illegible]
Address Room 208 - Lab. Bldg. - Hwy Shops
Salem - Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8	Dry day only			
Average force on project for week	4				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		Completed contract today.
Wednesday	Cloudy		
Thursday	Cloudy		
Friday	Rain		
Saturday			

F.

RECEIVED
MAR 11 1955
FOR FILING

BFI-324 (12)
4345

March 10, 1955

Knight Pearcy Nursery
P. O. Box 12
Salem, Oregon

Re: Hayesville-Battle Creek Jct.
Contract No. 4345

Gentlemen:

Due to the non-availability of the Arbutus menziesi 3'-4' B&B as specified in the subject job, you are authorized to substitute Libocedrus decurrens 3'-4' B&B for this item.

Due to the availability of only 5 of the 55 Pinus ponderosa specified you are authorized to substitute the following trees to make up the required number of trees:

5 Pinus ponderosa	5'-6' B&B
7 Pinus contorta	3'-4' B&B
20 Thuja plicata	3'-4' B&B
23 Libocedrus decurrens	3'-4' B&B.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc Mr. J. D. Walker
Mr. M. H. Astrup

RECEIVED
FEB 28 1955
FOR FILING

BFI-334(10)

434-

February 25, 1955

Mr. Knight Pearcy
P. O. Box 12
Salem, Oregon

Dear Sir:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission on January 19, 1955, as follows:

Contract No. 4345, for roadside improvement on the Hayesville School-Battle Creek Junction Section of the Portland-Salem Expressway in Marion County.

Contract No. 4349, for roadside improvement on the Tigard Overcrossing Section of the Pacific Highway West in Washington County.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
FEB 3 1955
FOR FILING

BFI-324 (12)
4345

February 2, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on January 26, 1955, on Contract No. 4345, Hayesville School-Battle Creek Junction Section, in Marion County, in connection with Federal Aid Project No. BFI-324 (12).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBF:ia

RECEIVED
JAN 21 1955
FOR FILING

BFI-324(2)
4345

January 20, 1955

Mr. Knight Pearcy
P. O. Box 1
Salem, Oregon

Dear Sir:

The State Highway Commission on January 19, 1955 awarded to you State Highway Contract No. 4345 for roadside improvement on the Hayesville School-Battle Creek Junction Section of the Portland-Salem Expressway on the Salem By-Pass east of Salem in Marion County.

This award was based on your bid of $11,432 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
Mark Astrup

File

RECEIVED
JAN 24 1955
FOR FILING
OREGON DISTRICT

BFI - 324/12
1-1

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

January 19, 1955

Mr. R. H. Baldock
State Highway Engineer.
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4345 for Oregon Project BFI-324(12), Hayesville School-Battle Creek Junction Section (Roadside Improvement) of the Portland-Salem Expressway, to Knight Pearcy of Salem, Oregon, low bidder in the amount of $11,432.00 at the January 19, 1955 bid opening.

Very truly yours,

O. G. Polk
O. G. POLK
District Engineer

RECEIVED
JAN 21 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 7 - 1955
FOR FILING

BFI-324(12)
OREGON DISTRICT
1342

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

January 5, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of January 4, 1955 requesting approval of the use of certain State-furnished trees and shrubs on proposed BFI-324(12), Hayesville School-Battle Creek Junction Landscaping project.

For your information, the following is quoted from paragraph 1.10(c) of the Regulations governing Federal-aid work:

> "All contracts for the construction of highways under the Act shall require the contractor to furnish all materials entering into the work, except as otherwise authorized by the prior approval of the Commissioner."

As approval by the Commissioner, or by the Division Engineer, who is authorized to act for the Commissioner, is obviously impossible prior to advertising, we can approve the project only with the understanding that furnishing and planting of these trees and shrubs as well as any other work connected therewith, will be ineligible for Federal-aid.

It might be mentioned that your letter of January 4 was the first indication of your plan of advertising the project at this letting. None of the documents comprising the P.S. and E. submission have yet been received, despite the fact the advertisement presumably appears in today's Daily Journal of Commerce.

Very truly yours,
C G Polk
C. G. POLK
District Engineer

RECEIVED
JAN [illegible] 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1955
FOR FILING

BFI-324(12)

4345

January 4, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

W. C. WILLIAMS

Dear Sir:

The program addition of Item No. 95, Project BFI-324(12), Oregon Bond Financed Federal-aid Highway Program was approved for the Commissioner of Public Roads by Acting Deputy Commissioner G. M. Williams effective December 31, 1954 in Stage 2.

This item will appear on the program as follows:

Item No.	95
County	Marion
Project No.	BFI-324(12)
FA Route No.	46
State Route No.	SH-51
Termini	Jct. with FA 3 north of Salem to Jct. with FA 3 south of Salem (Hayesville-Battle Creek Jct.)
Construction Costs:	
Total Cost	$50,000
Federal Funds	$30,000
State Funds	$20,000
Length	9.60 miles
Character of Proposed Work	Roadside Improvement

This letter will confirm our previous verbal notification relative this action.

Very truly yours,

C. G. POLK
District Engineer

Original to
Mr. [illegible]

RECEIVED
[illegible] 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 5 - 1955
FOR FILING
BFI-324(12)
4345

January 4, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In connection with the landscaping work on the Hayesville School-Battle Creek Junction Section, Project BFI-324(12), we desire permission to furnish to the contractor, without federal aid, the following state-owned trees and shrubs:

81	Malus (in var.)
107	Quercus borealis
21	Ulmus pumila
110	Ilex aquifolium
3000	Hedera helix

All of the above plant materials, with the exception of Hedera helix, were obtained in the right-of-way purchase through the Doty & Doerner Nursery and it will be to the State's interest to utilize them on this project.

As regards the Hedera helix, the State entered into a contract with Doty & Doerner, the low bidder, for growing and delivery of 53,000 Hedera helix for fall delivery 1954. The 3000 listed above will be a portion of this order. The order was placed to insure that satisfactory stock would be available for our contract planting. This item is normally grown and available as rooted cuttings, which have not proven satisfactory in highway plantings. Stock of the size required is not available in any large quantity and hence it was necessary to contract the growing of same.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SWP:ch

RECEIVED
FOR FILING
OREGON DISTRICT

Const
Fed. Aid
Prog. & Proj.

BFI-324 (12)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

January 4, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project BFI-324(12), Hayesville School-Battle Creek Junction Section (Roadside Improvement), Portland-Salem Expressway. This is to authorize your advertising for bids.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
JAN 11 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 17 1954
FOR FILING

Const
Fed Aid
Prog + Proj
A/F1-324(12)
4323

December 17, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

As a part of the Bond-Financed Federal Aid Highway Program, it is our desire to contract the landscaping of the Hayesville-Battle Creek Junction Section of the Portland-Salem Expressway.

The program data for this project is as follows:

Item No.	95
County	Marion
Project No.	BFI-324(12)
FA Route No.	46
State Route No.	SH 51
Termini	Jct. with FA 3 north of Salem to Jct. with FA 3 south of Salem (Hayesville-Battle Creek Jct.)
Construction Cost:	
Total Cost	$50,000
Federal Funds	30,000
State Funds	20,000
Other Funds	- -
Project Totals:	
Total Cost	50,000
Federal Funds	30,000
Length	9.60 miles
Character of Proposed Work	Roadside Improvement

A map showing the location of the proposed project is enclosed herewith.

Traffic data and other information were submitted with Project Nos. FI-324(1) and I-FI-324(5).

Mr. C. G. Polk
December 17, 1954
Page 2

If BPR approval of the programming of this project is forthcoming in time, the project will be included in the call for bids to be published January 3, 1955.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

[illegible]

25-1027 Arlington-Boardman Sec. of the Columbia R. Hwy. 1955

#4346

RECEIVED
DEC 5 - 1955
FOR FILING

Arlington-Boardman Section
Contract No. 4346

[illegible]ovember 25, 1955

Columbia River Highway
Prefix: 25-1027

NOTED
W. C. WILLIAMS

Final Cost Analysis

Shoulder Oiling

Babler Bros., Inc., Contractor
C. C. McKinney, Resident Engineer

Item 4346	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Shoulders	28.7	Mile	$100.00	$ 91.47	$ 2,625.20	$ 2,870.00
Haul & Place 3/4-0 Mat'l. in Binder	1034	C.Y.	1.70	1.59	1,645.89	1,757.80
Hauling & Placing Aggregate	2607	C.Y.	1.40	1.27	3,311.00	3,649.80
**Furnish & Place Aggregate	4496	C.Y.	3.40	3.49	15,674.00	15,286.40
MC-2 Asph. in Binder Course	184.78	Ton	40.00	36.17	6,683.26	7,391.20
150-200 Asph. in Shoulder Oiling	496.8	Ton	40.00	33.17	16,487.47	19,872.00
RS-1 Asph. in Shoulder Oiling	138.39	Ton	40.00	36.18	5,007.27	5,535.60
* ½-¼ Cr. Material in S.P.	3,380.48	C.Y.	2.25	2.64	8,929.28	7,606.08
*3/4-½ Cr. Material in S.P.	2,193.63	C.Y.	2.25	2.64	5,794.27	4,935.67
*¼"-#10 Cr. Material in S.P.	1,054.27	C.Y.	2.25	2.64	2,784.76	2,372.11
PA #1 Purchase Excess 150-200 Asph.	10.68	Ton	29.30	29.30	312.92	312.92
SP Haul adj. favor of Contractor	85.32	Yd.Mi.	.12	.12	10.24	10.24
					$ 69,256.56	$ 71,599.82

** Work done by both C&W & Babler Bros.
* Work done by C&W

	Gross Rev.	Total Cost	Profit	Loss	% Profit % Loss
Babler Bros.	$48,133.32	$41,600.25	$6,533.07	$	13.6%
C & W	23,466.50	27,656.31		4,189.81	17.8%
	$71,599.82	$69,256.56	$2,343.26		3.3%

Net Profit Equals ~~4.1%~~ of Gross Revenue
3.3%

Detail of Costs
Babler Bros., Inc.

Labor & Supervision		$ 6,018.88	
Labor Ins.		379.19	
Health & Welfare		209.85	
			$ 6,607.92
Materials:			
Aggregates	11,124.38 C.Y.	23,466.50	
MC-2 Asphalt	184.78 T. at 25.25	4,665.70	
150-200 Asphalt	507.48 T. at 22.50	11,918.30	
RS-1 Asphalt	138.39 T. at 25.20	3,487.43	
Freight on Asphalt		5,911.73	
			48,949.66
Equipment Rental & Miscellaneous Supplies:			
Equipment Rental Owned		3,772.08	
Equipment Rental Hired (Trucks)		1,500.25	
Gas, Oil, Grease		2,144.81	
Pl & Pd Ins.		424.08	
Bond		274.00	
Small Tools & Misc. Supplies		495.00	
Home Office & General Overhead		898.95	
			8,817.33
TOTAL COST ------------			$ 65,066.75

Detail of Costs
C & W Crushing

Labor	$ 5,670.06	
Labor Insurance	746.97	
Health & Welfare	388.30	
		$ 6,805.33
Equipment Rental & Misc. Supplies:		
Equipment Owned	3,953.04	
Equipment Hired	13,069.16	
Gas, Oil, Grease	2,563.59	
Freight & Cartage	492.57	
Bond	258.50	
Small Tools & Misc. Supplies	315.77	
Home Office & General Overhead	198.35	
		20,850.98
		$ 27,656.31

Breakdown of Crushing Costs

	Quantity	Unit	Total Cost	Unit Cost
Move in & Set up	11,124.38	cu.yd.	$1,135.50	$ 0.10
Feed Crusher	"	"	3,936.94	0.35
Crushing	"	"	13,870.60	1.25
Cost in the bunker				$ 1.70
Haul to S.P. (Oiling Agg.)	4,496.0	"	$ 2,481.80	$ 0.55
Cost in the bunker				1.70
Total cost per cu. yd.				$ 2.25
Haul to S.P. (for Maint.)	6,628.38	"	$ 6,221.20	$ 0.94
Cost in the bunker				1.70
Total cost per cu. yd.				$ 2.64

Remarks:

This was a "State Project" calling for the construction of 28.70 mi. of Oilmat wearing surface, Type 0-11 modified, on highway shoulders, and furnishing 6,628.38 cu. yds. of crushed material in stockpile for Maintenance; on the Arlington-Boardman Section of the Columbia River and Old Oregon Trail Highways in Morrow, Gilliam and Umatilla Counties.

This project was bid and awarded January 19, 1955. Work started February 15, and was completed July 5, 1955.

The subcontractor moved in his crushing plant, and set-up in one of the gravel deposits specified by the State, located 0.8 mi. west of M.P. 165.2 on the Columbia River Highway.

The subcontractor suffered a loss on crushing both oiling aggregate and stockpile materials. The daily average for materials was low due to a large amount of reject materials. The plant required many changes in the screens, causing a loss in production; also, another contributing factor was due to an excessive amount of hired equipment, which consisted of one ½-yd. shovel, one D8 cat and dozer, eight 5 to 6-yd. dump trucks. The crushing and stockpiling was completed April 5, 1955.

The prime contractor moved in his oiling equipment, which consisted of two blades, two D4 cat loaders, two 8-yd. trucks, eight 6-yd trucks(hired), three 3-leg 10-ton rollers, and two 1500-gal. distributors, and started preparation of base and oiling May 16, and was completed June 6, and finished the dressing of the shoulders and clean-up July 5, 1955.

The prime contractor, with good equipment and supervision and no delays, realized a good profit.

Oscar Cutler
Chief Cost Analyst

By - - C. E. Layton

RECEIVED
AUG 23 1955
FOR FILING

[illegible] 37
(CONTRACT NO.) 4346

Fil 03

B

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 18, 1955

	(EST. NO.)	(CONTRACTOR)	
4346	5-Final	Babler Bros., Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16680	R-129690	$ 2,459.52	8/18/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1955

Time Extensions: None

Completion Date: July 5, 1955

Date Accepted: August 11, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-19-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed:

AUG 19 1955

Ruth Rawlings

RECEIVED
AUG 5 - 1955
FOR FILING

[illegible] 1027
4346

August 4, 1955

C
O
P
Y

Empire Machinery Co.
Pendleton, Oregon

Attention: Mr. J. H. Lamb
Secretary-Treasurer

Gentlemen:

This letter is in reply to your inquiry of August 2 concerning the principal contractor on a State Highway job at Boardman, Oregon, on which the C & W Crushing Company acted as a subcontractor.

We have had two contracts in the vicinity of Boardman, both of which were completed July 5, 1955, and in both of them Babler Bros., Inc., was the principal contractor, whose address is 4617 S. E. Milwaukie Avenue, Portland.

For these two contracts, No. 4346, for shoulder oiling on the Arlington-Boardman Section of the Columbia River Highway, and No. 4419, for base rock and oiling on the Peters-Messner Junction Section of the Peters-Messner Junction, Peters, Smith Roads in Morrow County, the bond was furnished by General Casualty Company of America, through Dooly & Co., Board of Trade Building, Portland 4, Oregon.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:FP

EMPIRE MACHINERY CO.

Pendleton, Oregon

August 2, 1955

C
O
P
Y

State Highway Commission
Salem, Oregon

Gentlemen:

Mr. Jed Wilson and Mr. Chilloquist, dba C. & W. Crushing Co. were su contractors on a state highway job at Boardman, Oregon. We would appreciate t following information from you:

Job number
Prime contractor, his name and address
Name and address of bonding company which covered this work for you
at Boardman

We thank you for your cooperation.

Very truly yours,

EMPIRE MACHINERY CO.

/S/ J. H. Lamb

J. H. Lamb
Secretary-Treasurer

JHL:bw
cc: C. & W Crushing
Attn: Jed Wilson
Seaside, Oregon

RECEIVED
AUG 1 - 1955
FOR FILING

25-1127
4.14

August 1, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4346 for shoulder oiling on the Arlington-Boardman Section of the Columbia River Highway in Morrow, Gilliam and Umatilla Counties was completed by the contractor, Babler Bros. Inc., on July 5, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $2,459.52 will be released to the contractor after acceptance by the Commission. The total contract amount is $71,599.82 and no force account was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
gl

RECEIVED
JUL 15 1955
FOR FILING

25-1037
4346

July 14, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

It is the intention of the State Highway Commission to release to Babler Bros.,Inc. a portion of the funds heretofore retained by the Commission on contract No. 4346, for shoulder oiling on the Arlington-Boardman Section of the Columbia River Highway in Morrow,Gilliam and Umatilla Counties.

This payment, in the amount of $6,986.15, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,138.36. The present payment will be released on or after July 25, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 9, 1955

Section Arlington - Boardman

Kind of work Shoulder Oiling

Highway Columbia River

Section prefix 25-1027

Contractor Babler Bros. Inc.

Contract number 4346

Date of contract 1/19/55, 19

Date of completion 7/31/55, 19

Date work started 2/15/55, 19

Estimated date of completion ...., 19

Project authorization $94,154.63

Exclusive of Engineering $87,458.19

Per cent of time elapsed 86.5%

Maint. Rock $14,924.10

Estimated cost of completed project, exclusive of engineering $80,706.85

Per cent of contract completed, based on total contract price . . . . . . %

Engineering authorization $6695.44

Engineering cost to date $6695.44, 100%

Date project was completed July 5, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Simi-Final Estimate was completed and forwarded to the Division office on July 7.

NOTED
M.O. SMITH

NOTED
OSCAR CUTLER

NOTED
FORREST COOPER

RECEIVED
JUL 11 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

Signed C. C. McKinney
Address P.O. Box 542 Hermiston

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77090

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			33.55	28.70	
Miles partially completed					
Miles completed			33.55	28.70	
Total estimated quantities			6628 cy	819.97 Tons	
Estimated quantities moved or placed to date			6628 cy	819.97 Tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Rain		
Wednesday	Rain		
Thursday	Fair		
Friday	Fair		
Saturday			

FEB 16 1955

25-1027

4346

February 15, 1955

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4346, which was awarded to you on January 19 by the State Highway Commission, for shoulder oiling on the Arlington-Boardman Section of the Columbia River Highway in Morrow, Gilliam and Umatilla Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JAN 21 1955
FOR FILING

25-1027
4

January 20, 1955

Babler Brothers, Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on January 19, 1955 awarded to you State Highway Contract No. 4346 for shoulder oiling; also furnishing crushed material in stockpile on the Arlington-Boardman Section of the Columbia River Highway in Morrow, Gilliam and Umatilla Counties.

This award was based on your bid of $73,069 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

26-1616 Gresham Traffic Signals 1955

4347

1016

OREGON STATE HIGHWAY DEPARTMENT

(date)

July 25, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4347	2-Final	Trowbridge Electric Co.	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
14700	R-127803	$ 283.50	7/22/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings

ACCOUNTING DIVISION

Specified completion Date: May 31, 1955

Time Extensions: None

Completion Date: May 23, 1955

Date Accepted: June 30, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-25-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed:

Ruth Rawlings

RECEIVED
JUL 19 1955
FOR FILING

26-1616
4347

July 18, 1955

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 4, California

Gentlemen:

State Highway Contract No. 4347 for installing Gresham Traffic Signals on the Mt. Hood Highway in Multnomah County was completed by the contractor, Trowbridge Electric Co., on May 23 and was formally accepted by the Highway Commission on June 30, 1955.

Final payment in the amount of $283.50 will be released to the contractor on or after July 28, 1955. The total contract amount is $3,780.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Ken Bailey Insurance Agency
Pacific Bldg.
Roseburg, Oregon

NOTED ON CARD
gl

RECEIVED
MAR 7 1955
FOR FILING

2k-1616
4347

March 4, 1955

Trowbridge Electric Company
136 W. Jackson St.
Roseburg, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4347, which was awarded to you on January 19 by the State Highway Commission, for installing traffic signals on Powell Boulevard at Cleveland Avenue in Gresham, Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JAN 21 1955
FOR FILING

26-1616
4347

January 20, 1955

Trowbridge Electric Company
136 North Jackson Street
Roseburg, Oregon

Gentlemen:

The State Highway Commission on January 19, 1955 awarded to you State Highway Contract No. 4347 for installation of traffic signals in the city of Gresham in Multnomah County.

This award was based on your bid of $3,780 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc:
H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

file P

RECEIVED
DEC 13 1954
FOR FILING

Maint
Traffic 261 16
Light

5400 Gresham
5411

Salem, Oregon
December 10, 1954

MISC. CONTRACTS and
AGREEMENTS No. 1606

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is a conformed copy of an agreement with the City of Gresham covering traffic signal installation at East Powell and N.E. Cleveland Avenue in the City of Gresham.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Gresham, Oregon.

Secretary

rn
Attach: 1

RECEIVED
DEC 10 1954
FOR FILING

Maint
Traffic
Lights
Gresham

December 10, 1954

Nora Copeland, City Recorder
City Hall
Gresham, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Gresham covering traffic signal installation at East Powell and N.E. Cleveland Avenue in the City of Gresham.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

FORM E-30 [illegible] [illegible] [illegible]

..GENDA
DEC 7 1954
A

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 1, 1954

SUBJECT: Assignment No. 5411

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glasgyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of a traffic signal agreement covering the installation of a flashing beacon at East Powell Boulevard and N. E. Cleveland Avenue in the City of Gresham.

Two copies of the agreement have been signed by the proper city officials and may now be presented to the Highway Commission for signature. Please note that your signature of approval is required on one copy of the agreement.

This completes Assignment No. 5411.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

RHP:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-10-53 Minute Page 34
Secretary

2 copies [illegible]

FORM 230—50M—4-54—74386

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Sept. 29, 1954

SUBJECT: State-City Agreement
Proposed Flashing Beacon Installation
East Powell Boulevard & N.E. Cleveland Aven
Gresham
WCW 5400

To: W. C. Williams
Deputy State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

There are attached ten (10) copies of the state-city agreement covering the installation of a flashing beacon at the intersection of East Powell Boulevard and N.E. Cleveland Avenue in the City of Gresham. These agreements have been checked, found correct and may be handed to Mr. Cattrall for submission to the city.

NOTE
W. C. WILLIAMS

F. B. Crandall

By Val Johnson
Val Johnson
Traffic Control Engineer

VJ:mm
Attachments

RECEIVED
SEP 29 1954
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 25M 9-51 52319

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 27, 1954

SUBJECT: Signal Installation Agreement
East Powell Boulevard (US26)
at N. E. Cleveland Avenue
Gresham

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Mr. Williams:

Herewith you will find ten copies of the proposed agreement between the State and the City of Gresham, covering the installation of a flashing beacon at the intersection of East Powell Boulevard and N. E. Cleveland Avenue.

PLEASE RETUR
W. C. WILLIA

Said agreement is prepared pursuant to Mr. F. B. Crandall's request to this office of September 10, 1954.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Leslie B. Hampton
LESLIE B. HAMPTON
Assistant Attorney

LBH:ab
Encls.

RECEIVED
SEP 28 1954
TRAFFIC ENGINEER

RECEIVED

FOR FILING

Maint

Traffic

Light

Gresham

Salem, Oregon
Sept. 10, 1954

Preparation of State-City Agreement
Proposed Traffic Signal Installation
East Powell Boulevard (US26) at
N.E. Cleveland Avenue
Gresham

C. W. Enfield
Chief Counsel
Office

At its meeting on December 10 and 11, 1953, the State Highway Commission approved the installation of a traffic signal at the intersection of East Powell Boulevard and N.E. Cleveland Avenue in the City of Gresham. The city has now signified its willingness to participate in the installation. Will you please prepare the necessary state-city agreement.

It is believed that the following points should be included in the agreement:

1. The highway involved is the Mt. Hood Highway, No. 26, US26, which is routed over East Powell Boulevard.
2. The intersection involved is that of East Powell Boulevard and N.E. Cleveland Avenue.
3. It is planned to install fully-actuated traffic signals as shown on the attached plans.
4. The installation is estimated to cost $4,000.
5. The state shall make the installation and in the first instance pay all costs thereof. The final cost shall be shared equally by the city and the state.
6. The city shall maintain the signals after installation and pay for all electrical energy consumed. The city shall not make any changes in the timing program without prior approval in writing from the state.
7. It is agreed between the parties concerned that at such time as the material installed under this agreement is in need of replacement, the cost of such replacement shall be shared on the same basis as the original installation.

RECEIVED

[illegible] 1954

If after preparation you will submit the agreements to this office through Mr. Williams' office, we will check them and care for further processing.

F. B. Crandall
Traffic Engineer

Attachments
VJ:mm
cc: W.C.Williams ✓
J.W.Cattrall

RECEIVED
AUG 9 - 1954
FOR FILING

August 6, 1954

Mr. Roy Burton
Street Commissioner
c/o Gresham Berry Growers
Gresham, Oregon

Dear Sir:

This will acknowledge your telephone call of August 4, to Mr. J. Al Head, Assistant Traffic Engineer, advising that the City of Gresham now has sufficient funds for their pro rata share in participating in the installation of a traffic signal at the intersection of the Mt. Hood Highway, US26, and Cleveland Avenue in Gresham.

The State Highway Commission has previously approved this installation, and I am, therefore, instructing our Traffic Engineer to proceed with the preparation of an agreement between the City and State covering this installation and to prepare the plans and specifications.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. C. H. Maison
Mr. F. B. Crandall

JAH:jr lg

RECEIVED
[illegible] 1954
FOR FILING

Maint
Traffic
Lights

Gresham

January 19, 1954

Mr. Roy Burton, Chairman
Police & Fire Committee
Gresham City Council
Gresham, Oregon

Dear Mr. Burton:

This will acknowledge receipt of your letter of January 14, stating that the city council wishes the offer of the State Highway Commission to contribute toward the cost of installing a traffic signal at the intersection of Cleveland Avenue and Powell Blvd. held over until July 1st when the city's new budget is adopted. The council's wishes in the matter will be respected.

The Highway Commission will be pleased to give the matter further consideration in July if the city so desires at that time and will write the Commission accordingly.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm
cc: F. B. Crandall

CITY OF GRESHAM
RECORDER'S OFFICE
GRESHAM, OREGON

January 14, 1954

Mr. H. B. Glaisyer, Sec.
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Glaisyer:

Reference is made to your letter of Dec. 22, regarding a signal light at the intersection of Cleveland and Powell Blvd. here in Gresham. This letter was read at the last Council meeting and the matter discussed.

The Council felt that due to the fact that no appropriations are available at this time, we would like to ask your department to have this offer held open until our new budget is made up July 1st.

We do feel there is a great need for a light at that corner and certainly appreciate the State's offer to participate in this installation.

Very truly yours,

CITY OF GRESHAM

Roy Burton

Roy Burton, Councilman
Chrmn. Police & Fire Comm.

RB:le

ANSWERED
H. B. GLAISYER

RECEIVED
JAN 5 - 1954
FOR FILING

Maint
Traffic
Lights
Gresham

12/10/53
4d-1

December 22, 1953

Mr. Roy Burton, Chairman
Street Committee
Gresham City Council
Gresham, Oregon

Dear Mr. Burton:

The State Highway Commission at its last meeting had under discussion a report from the Engineer on the results of a traffic engineering investigation to determine the need for a traffic signal on the Mt. Hood Highway at its intersection with Cleveland Avenue in your city. You will be pleased to know that the Commission approved your request for such signal installation, which is estimated to cost $4,000, on the condition that the City will contribute city funds in an amount equal to 50% of the actual cost of installation, will agree to maintain the signal and to furnish electrical energy to operate it at no cost to the State.

In the event that the City wishes to proceed with the installation on the basis outlined above, will you kindly advise this office to that effect. An appropriate written agreement will then be prepared and mailed to the City for execution.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: F. B. Crandall

RECEIVED
FOR FILING

Maint
Traffic
Lights
Gresham

November 5, 1953

Oregon State Highway Commission

Gentlemen:

Mr. Ray Burton, Chairman of the Street Committee of the City Council, Gresham, requested our Traffic Engineering Division to investigate the need for a traffic signal on the Mt. Hood Highway (US26) at Cleveland Avenue in Gresham. This investigation has been held in abeyance until the present one-way street operation and the two signals recently installed have been in operation a sufficient length of time to establish a readjusted traffic pattern. The new traffic controls have been in operation for some two months now, and the Traffic Engineer has recently completed his investigation.

Cleveland Avenue is a primary north-south arterial street in Gresham and serves as a truck route connection between the Mt. Hood Highway and Division Street. On September 15, 1953, a traffic count was made at this intersection; and it was found that during a 24-hour period 10,953 vehicles entered the intersection, 16 per cent of which did so from Cleveland Avenue. The average hourly total volume for the maximum eight hours on US26 was 744 vehicles and on Cleveland Avenue was 124 vehicles. These compare to the minimum warrant of 500 and 125 vehicles per hour, respectively. The minimum warrant for the interruption of through traffic is also met, and warrant for preventable accidents is approached.

It is therefore recommended that a semiactuated traffic signal be installed at the intersection of Cleveland Avenue (truck route) and the Mt. Hood Highway, US26, in the city of Gresham. The installation is estimated to cost $4,000, the cost to be borne equally by the City and the State. The Secretary will have a map showing the location of the truck route in relation to the Mt. Hood Highway and the location of the intersection in question with respect to the other two signalized intersections in Gresham.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. F. B. Crandall
Mr. C. H. Maison

JAH:as lg

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
October - 1953

REPORT OF INVESTIGATION OF WARRANT FOR TRAFFIC SIGNALS
East Powell Boulevard (US26) and Cleveland Avenue
Gresham

Recommendation:

It is recommended that a semi-actuated traffic signal be installed at the intersection of East Powell Boulevard (US26) and Cleveland Avenue in the City of Gresham. The installation is estimated to cost $4,000.

Historical Background:

This investigation and report is in response to verbal requests from a number of officials of the City of Gresham.

Investigation:

The point investigated is a three-way intersection, with Cleveland Avenue entering US26 from the north. A short time ago the Division Street truck route, which formerly entered Powell Boulevard at N.E. Roberts Avenue in the City of Gresham, was re-routed so that all trucks use Cleveland Avenue in crossing from Powell Boulevard to Division Street. At the present time traffic entering the intersection from Cleveland Avenue is required to stop before proceeding. The indicated speed on US26 is 25 MPH. There is a great deal of local business culture extending eastward from Cleveland Avenue.

A 16-hour vehicle and pedestrian count was taken at the intersection on Tuesday, September 15, 1953. The computed 24-hour volume entering the intersection was 10,953 vehicles. A total of 1795 vehicles, or 16% of all entering traffic, entered the intersection from Cleveland Avenue. Of the 1795 vehicles, 1450 made the left turn movement. During the 16-hour period of count, 30 pedestrians crossed US26.

During the period from January 1, 1948 to July 31, 1953 there were 24 accidents at the intersection. Three persons were injured and there were no fatalities. Four of the accidents were of a type that might have been prevented by traffic signals. It will be noted from the collision diagram that a large number of the accidents were caused by wide right turns from east to north.

In the table below, conditions at this intersection are compared with the standard warrants for signalization of rural intersections:

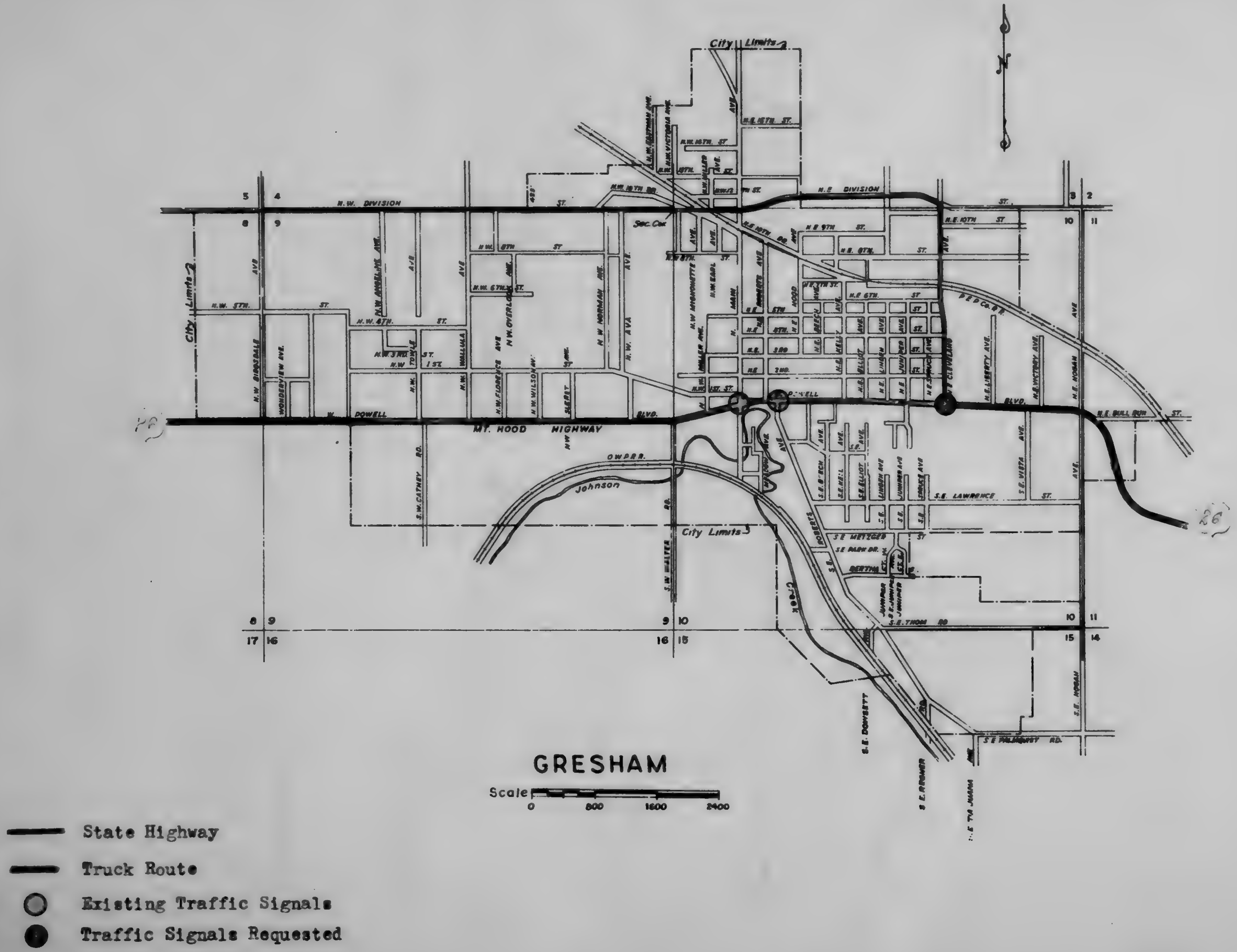
ITEM	Observed	Minimum Warrant
Total Volume Warrant:		
Ave. Hourly Total Volume (Max. 8 Hrs.)	744	500
Ave. Hourly Cross-Street Volume (Max. 8 Hrs.)	124	125

ITEM	Observed	Minimum Warrant
Pedestrian Warrant:		
Ave. Hourly Ped. Volume Across Main Street (Max. 8 Hrs.)	3	125
Ave. Hourly Veh. Volume on Main Street (Max. 8 Hrs.)	604	300
Interruption of Through Traffic Warrant:		
Ave. Hourly Veh. Volume on Main Street (Max. 8 Hrs.)	621	500
Ave. Hourly Combined Volume Across Main Street (Max. 8 Hrs.)	124	50
Accident Warrant:		
Preventable Accidents (Last 12 Months)	4	5

Even though this intersection is within the City of Gresham, the cultural conditions at the intersection are more of a suburban character than urban. It will be noted from the tabulation that the 'total volume' warrant for rural intersections is met and that the 'interruption of through traffic' warrant is exceeded.

In view of general traffic conditions at this intersection and in view of the fact that Cleveland Avenue is a truck route carrying a relatively high volume of heavy trucks, it is recommended that a semi-actuated traffic signal be installed at the intersection. The installation is estimated to cost $4,000.

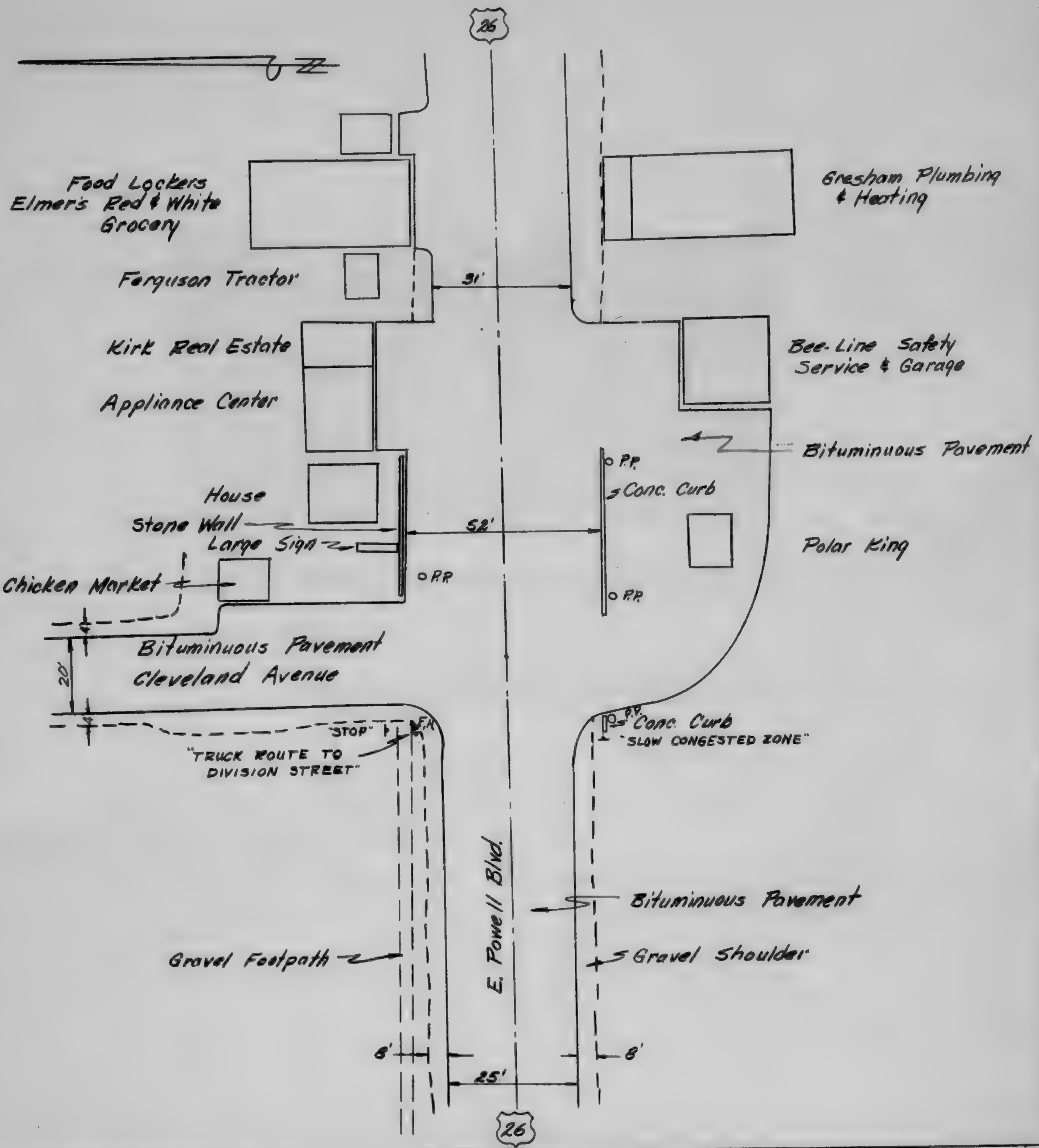
VJ:jl

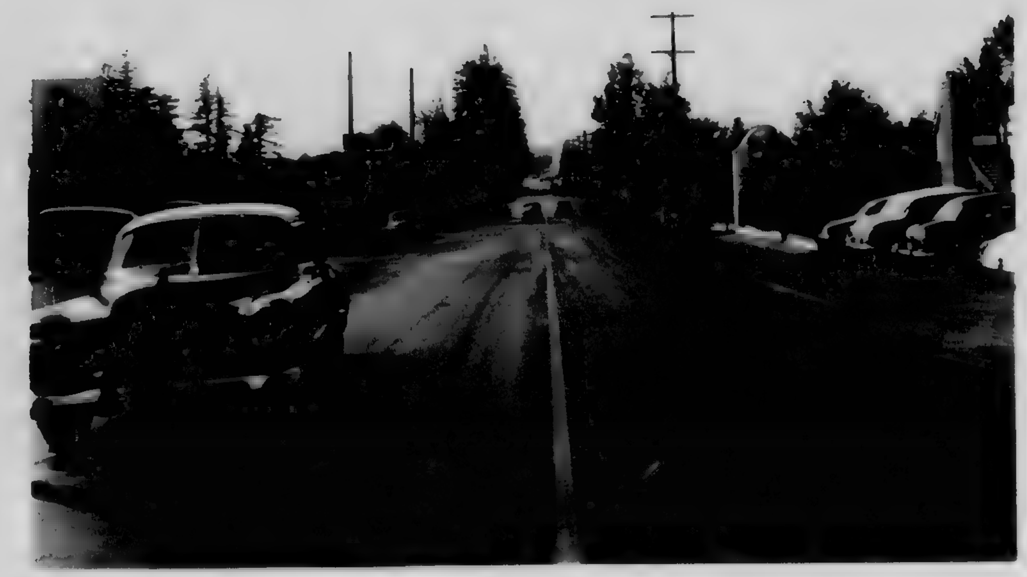

GRESHAM
Scale
0
800
1600
2400
State Highway
Truck Route
Existing Traffic Signals
Traffic Signals Requested
City Limits
City Limits
City Limits
N.W. DIVISION
N.E. DIVISION
MT. HOOD HIGHWAY
N.W. POWELL BLVD.
N.E. BULL RUN ST.
N.W. BIRDSDALE AVE.
WONDERVIEW AVE.
N.W. ANGELINE AVE.
N.W. TOWLE AVE.
N.W. WALLULA AVE.
N.W. FLORENCE AVE.
N.W. OVERLOOK AVE.
N.W. WILSON AV.
N.W. NORMAN AVE.
N.W. AVA AVE.
N.W. MIGNONETTE AVE.
N.W. EARL AVE.
N. MAIN
N.E. ROBERTS AVE.
N.E. HOOD
N.E. BEECH AVE.
N.E. KELLY AVE.
N.E. ELLIOT AVE.
N.E. LINDEN AVE.
N.E. JUNIPER AVE.
N.E. SPRUCE AVE.
N.E. CLEVELAND AVE.
N.E. LIBERTY AVE.
N.E. VICTORY AVE.
N.E. HOGAN AVE.
N.W. 5TH. ST.
N.W. 4TH. ST.
N.W. 3RD. ST.
N.W. 1ST. ST.
N.W. 8TH ST.
N.W. 6TH. ST.
N.E. 10TH ST.
N.E. 9TH ST.
N.E. 8TH. ST.
N.E. 6TH. ST.
N.E. 16TH. ST.
N.W. EASTMAN AVE.
N.W. VICTORIA AVE.
N.W. MILLER AVE.
Sec. Cor.
S.W. CATHEY RD.
S.W. WALTER RD.
S.E. WILLOW AVE.
S.E. BEECH AVE.
S.E. KELLY AVE.
S.E. ELLIOT AVE.
S.E. LINDEN AVE.
S.E. JUNIPER AVE.
S.E. SPRUCE AVE.
S.E. VISTA AVE.
S.E. LAWRENCE ST.
S.E. ROBERTS
S.E. METZGER ST.
S.E. PARK DR.
BERTHA CT.
JUNIPER
S.E. JUNIPER
S.E. THOM RD.
S.E. HOGAN
S.E. DOWSETT
S.E. REGNER
S.E. TIA JUANA AVE.
S.E. PALMQUIST RD.
Johnson Creek
O.W.P.R.R.
P.E.P. Co. R.R.
N
26
26
5
4
8
9
3
2
10
11
8
9
17
16
9
10
16
15
10
11
15
14

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

SKETCH MAP
E. POWELL BLVD. AT CLEVELAND AVE.
GRESHAM

No Scale
October, 1953





1

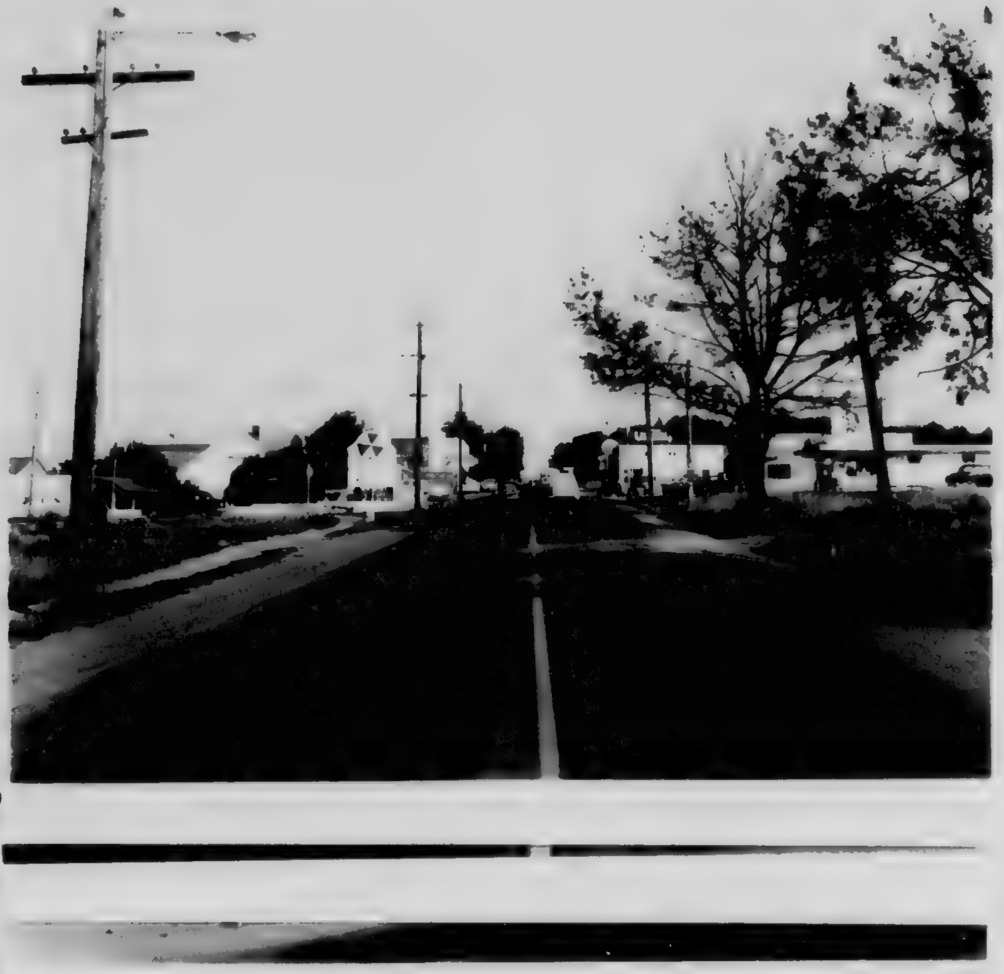
2

3

4

TYPICAL VIEWS
Cleveland Avenue & E. Powell Blvd. (US26) - Gresham

1. Looking West on E. Powell Blvd. from 200' East of Cleveland Avenue.
2. Looking East on E. Powell Blvd. from 200' West of Cleveland Avenue.
3. Looking South on Cleveland Avenue from 200' North of E. Powell Blvd.
4. Looking East along E. Powell Blvd. from Cleveland Avenue.



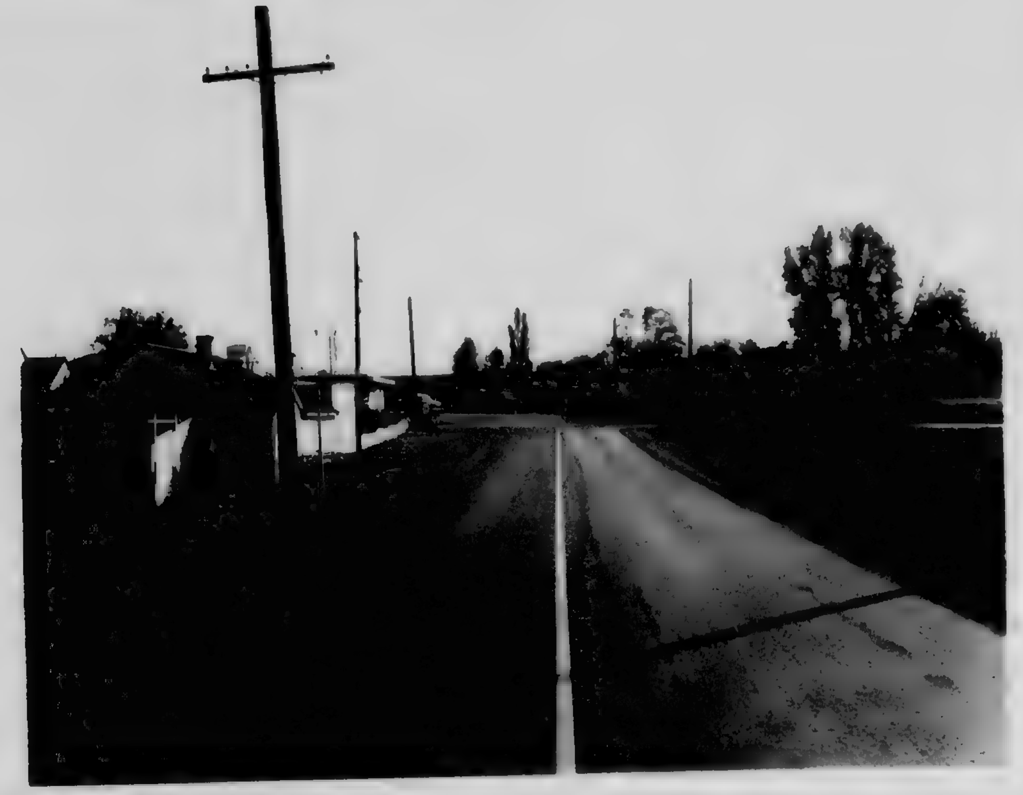
2

3

4

TYPICAL VIEWS
Cleveland Avenue & E. Powell Blvd. (US26) - Gresham

1. Looking West on E. Powell Blvd. from 200' East of Cleveland Avenue.
2. Looking East on E. Powell Blvd. from 200' West of Cleveland Avenue.
3. Looking South on Cleveland Avenue from 200' North of E. Powell Blvd.
4. Looking East along E. Powell Blvd. from Cleveland Avenue.

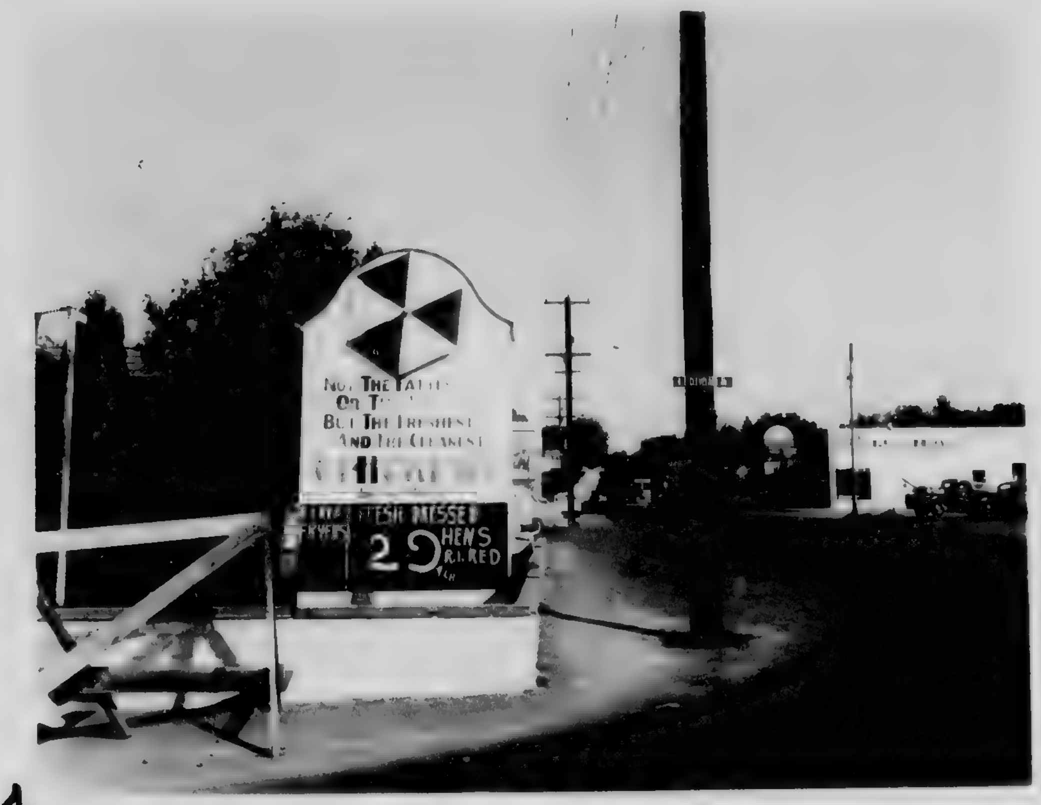


3

4

TYPICAL VIEWS
Cleveland Avenue & E. Powell Blvd. (US26) - Gresham

1. Looking West on E. Powell Blvd. from 200' East of Cleveland Avenue.
2. Looking East on E. Powell Blvd. from 200' West of Cleveland Avenue.
3. Looking South on Cleveland Avenue from 200' North of E. Powell Blvd.
4. Looking East along E. Powell Blvd. from Cleveland Avenue.



4

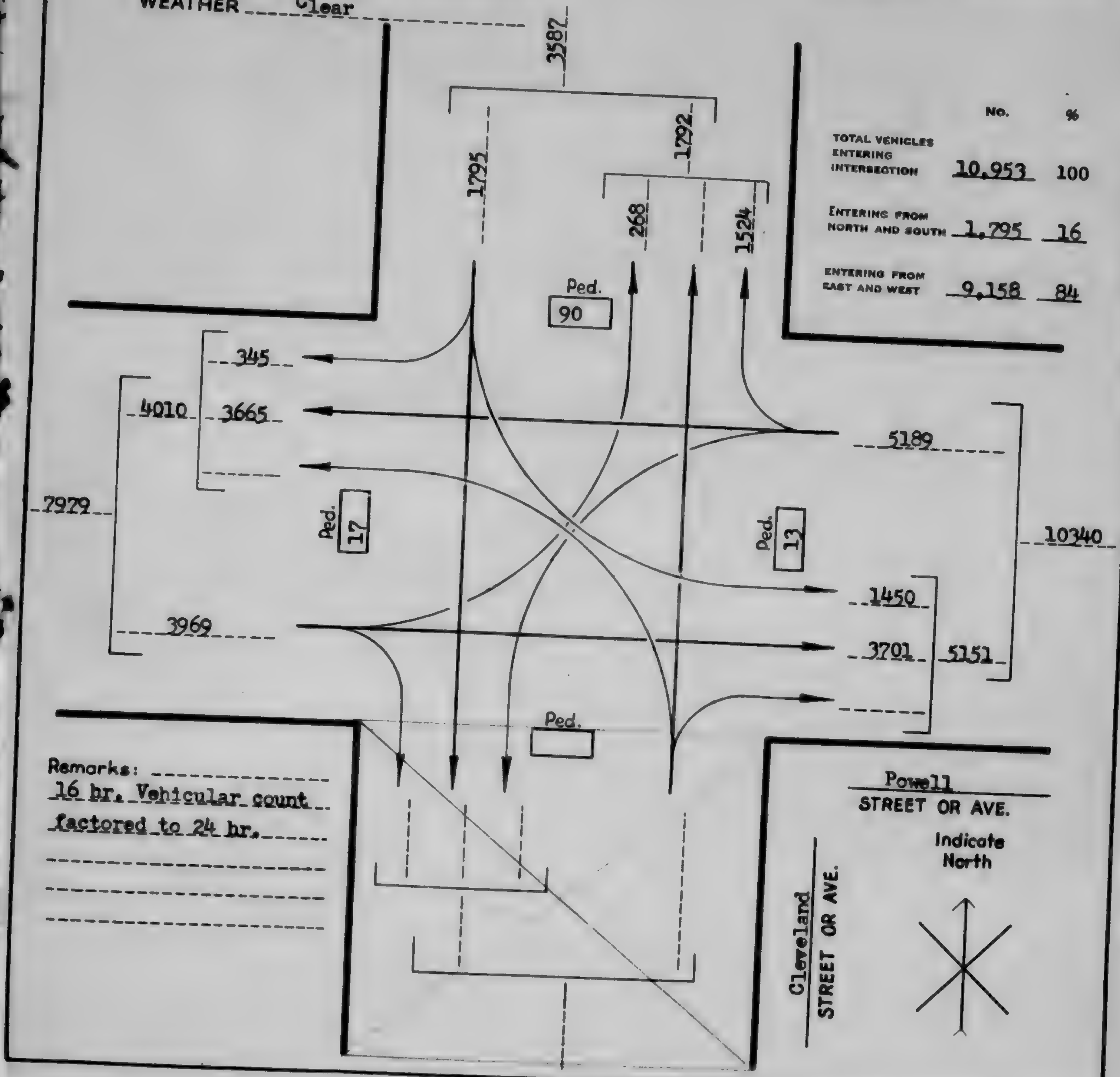
TYPICAL VIEWS
Cleveland Avenue & E. Powell Blvd. (US26) - Gresham

1. Looking West on E. Powell Blvd. from 200' East of Cleveland Avenue.
2. Looking East on E. Powell Blvd. from 200' West of Cleveland Avenue.
3. Looking South on Cleveland Avenue from 200' North of E. Powell Blvd.
4. Looking East along E. Powell Blvd. from Cleveland Avenue.

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE September 15, 1953
DAY OF WEEK Tuesday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6:00 A.M.-10:00 P.M.
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6:00 A.M.-10:00 P.M.
WEATHER Clear

CITY OF Gresham
INTERSECTION OF Powell & Cleveland
STATION NO
CODE NO
CLASSIFICATION All Vehicle



	NO.	%
TOTAL VEHICLES ENTERING INTERSECTION	10,953	100
ENTERING FROM NORTH AND SOUTH	1,795	16
ENTERING FROM EAST AND WEST	9,158	84

Remarks:
16 hr. Vehicular count
factored to 24 hr.

Powell
STREET OR AVE.

Cleveland
STREET OR AVE.

Indicate North

Form E-48—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division
SUMMARY OF TRAFFIC COUNT

Date September 15, 1953
Day of week Tuesday
Hours counted 6:00 A.M. - 10:00 P.M.
Weather Clear

Classification All Vehicle

City of Gresham
Intersection Powell and Cleveland
Station number
Code number

		SUMMARY BY MOVEMENTS																	SUMMARY BY LEGS			
	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South
A. M.	6:00- 7:00	43	72	6	3			111	82					317	49	15	268	85	124	308	202	
	7:00- 8:00	83	142	20	7			269	135					656	103	16	553	84	252	629	431	
	8:00- 9:00	83	102	16	12			238	206					657	99	15	558	85	213	629	472	
	9:00-10:00	78	69	16	14			226	198					601	94	16	507	84	177	571	454	
	10:00-11:00	87	63	33	17			218	258					676	120	18	556	82	200	626	526	
	11:00-12:00	82	65	26	23			176	195					567	108	19	459	81	196	518	420	
P. M.	12:00- 1:00	62	95	20	21			193	240					631	82	13	549	87	198	590	474	
	1:00- 2:00	86	80	18	20			169	223					596	104	17	492	83	204	558	430	
	2:00- 3:00	80	77	27	14			225	225					648	107	17	541	83	198	607	491	
	3:00- 4:00	84	102	22	18			224	237					687	106	15	581	85	226	647	501	
	4:00- 5:00	131	134	23	22			282	331					923	154	17	769	83	310	878	658	
	5:00- 6:00	158	112	15	28			275	379					967	173	18	794	82	313	924	697	
	6:00- 7:00	115	98	20	21			254	228					736	135	18	601	82	254	695	523	
	7:00- 8:00	59	78	25	9			239	195					605	84	14	521	86	171	571	468	
	8:00- 9:00	39	51	14	4			135	124					367	53	14	314	86	108	349	277	
	9:00-10:00	48	45	13	11			98	108					323	61	19	262	81	117	299	230	
	10:00-11:00																					
	11:00-12:00																					
A. M.	12:00- 1:00																					
	1:00- 2:00																					
	2:00- 3:00																					
	3:00- 4:00																					
	4:00- 5:00																					
	5:00- 6:00																					
	24-Hour total	1450	1524	345	268			3665	3701					10,953	1795	16	9158	84	3587	10340	7979	
	—Hour total																					
	16 Hour total	1318	1385	314	244			3332	3364					9,957	1632	16	8325	84	3261	9399	7254	
	Control																					
	Factor																					

Tabulated by
Computed by
Checked by
Checked by

CLEVELAND St. is North and South
POWELL St. is East and West

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division
SUMMARY OF TRAFFIC COUNT

tember 15, 1953
Tuesday
6:00 A.M. - 10:00 P.M.
Clear

Classification All Vehicle

City of Gresham
Intersection Powell and Cleveland
Station number
Code number

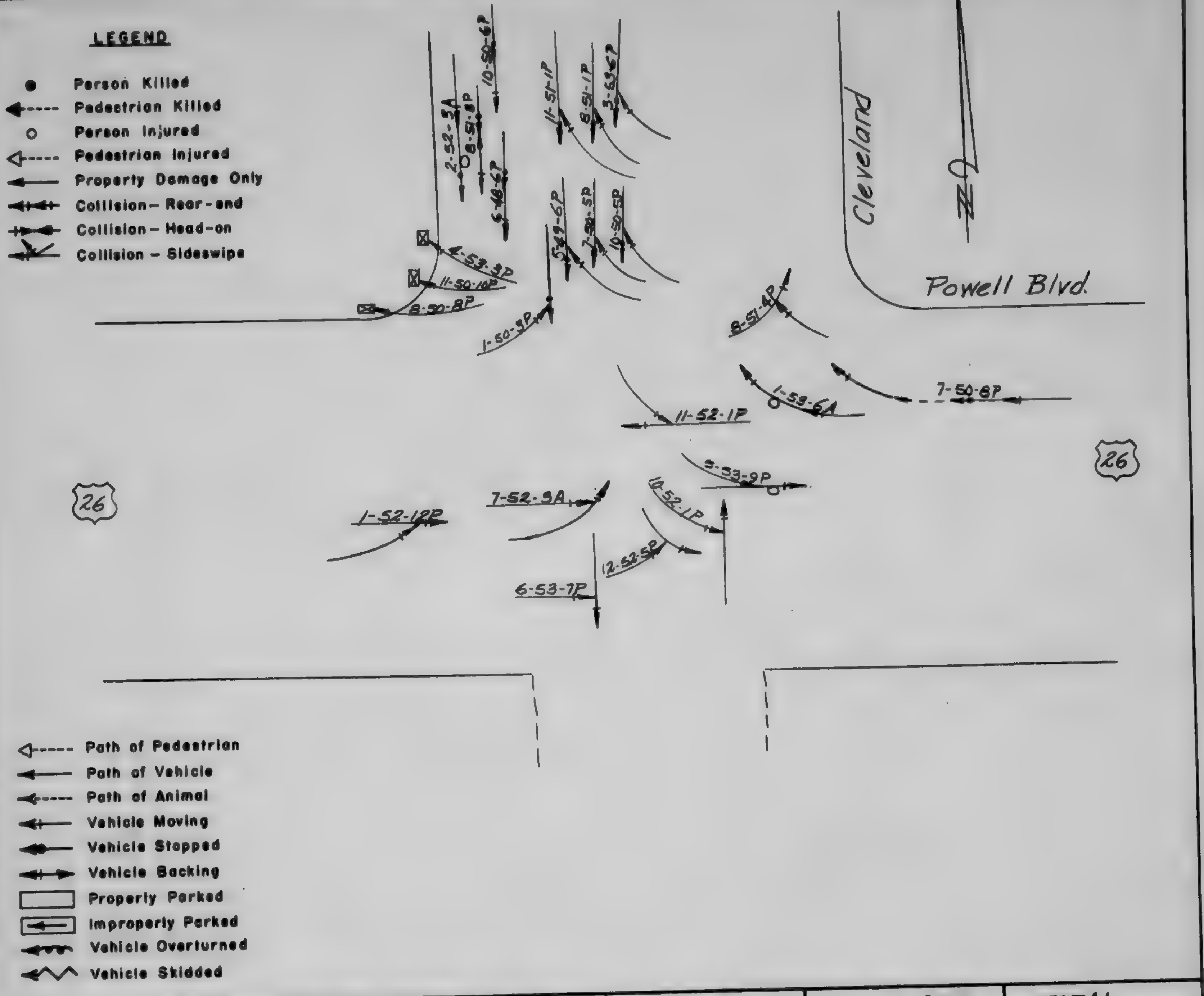
SUMMARY BY MOVEMENTS															SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
6	3			111	82					317	49	15	268	85	124	308	202		3			
20	7			269	135					656	103	16	553	84	252	629	431		3	1		
16	12			238	206					657	99	15	558	85	213	629	472		4		3	
16	14			226	198					601	94	16	507	84	177	571	454		6		1	
33	17			218	258					676	120	18	556	82	200	626	526		6		1	
26	23			176	195					567	108	19	459	81	196	518	420		5		2	
20	21			193	240					631	82	13	549	87	198	590	474		3	4		
18	20			169	223					596	104	17	492	83	204	558	430		3			
27	14			225	225					648	107	17	541	83	198	607	491		5			
22	18			224	237					687	106	15	581	85	226	647	501		9	1	3	
23	22			282	331					923	154	17	769	83	310	878	658		15	3	4	
15	28			275	379					967	173	18	794	82	313	924	697		14		1	
20	21			254	228					736	135	18	601	82	254	695	523		4	2		
25	9			239	195					605	84	14	521	86	171	571	468		5	2	1	
14	4			135	124					367	53	14	314	86	108	349	277		1			
13	11			98	108					323	61	19	262	81	117	299	230		4			
345	268			3665	3701					10,953	1795	16	9158	84	3587	10340	7979					
314	244			3332	3364					9,957	1632	16	8325	84	3261	9399	7254		90	13	17	

LEVELAND St. is North and South
PoWELL St. is East and West

Tabulated by
Computed by
Checked by
Checked by

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

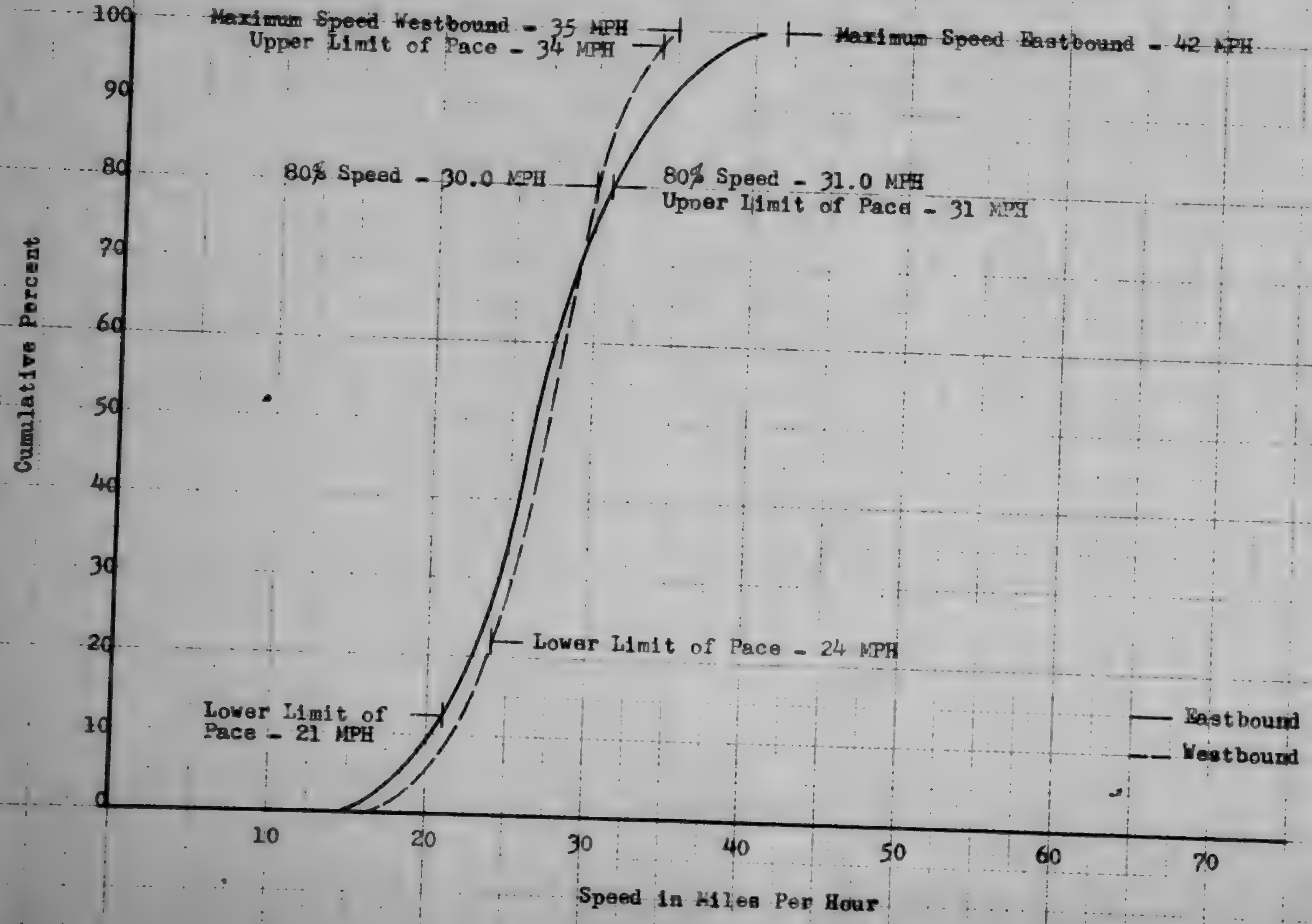
City of GRESHAM County MULTNOMAH
Intersection of POWELL BLVD and CLEVELAND
Highway Number US 26
Period Covered 1-1-48 7-31-53
Compiled by C.S. Drawn by W.B. Date 9-23-53



Collision Type	1948-1949				1950-1951				1952				7 mos 1953				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle															1	1			1	1
Head-on																				
Rear-end							1	1		1		1						1	1	2
Sideswipe																				
Turning Movement			1	1			6	6			5	5		2	1	3		2	13	15
Parking																				
Non-collision																				
Fixed Object							2	2							1	1			3	3
Pedestrian																				
Backing			1	1			2	2											3	3
Misc.																				
TOTAL			2	2			11	11		1	5	6		2	3	5		3	21	24

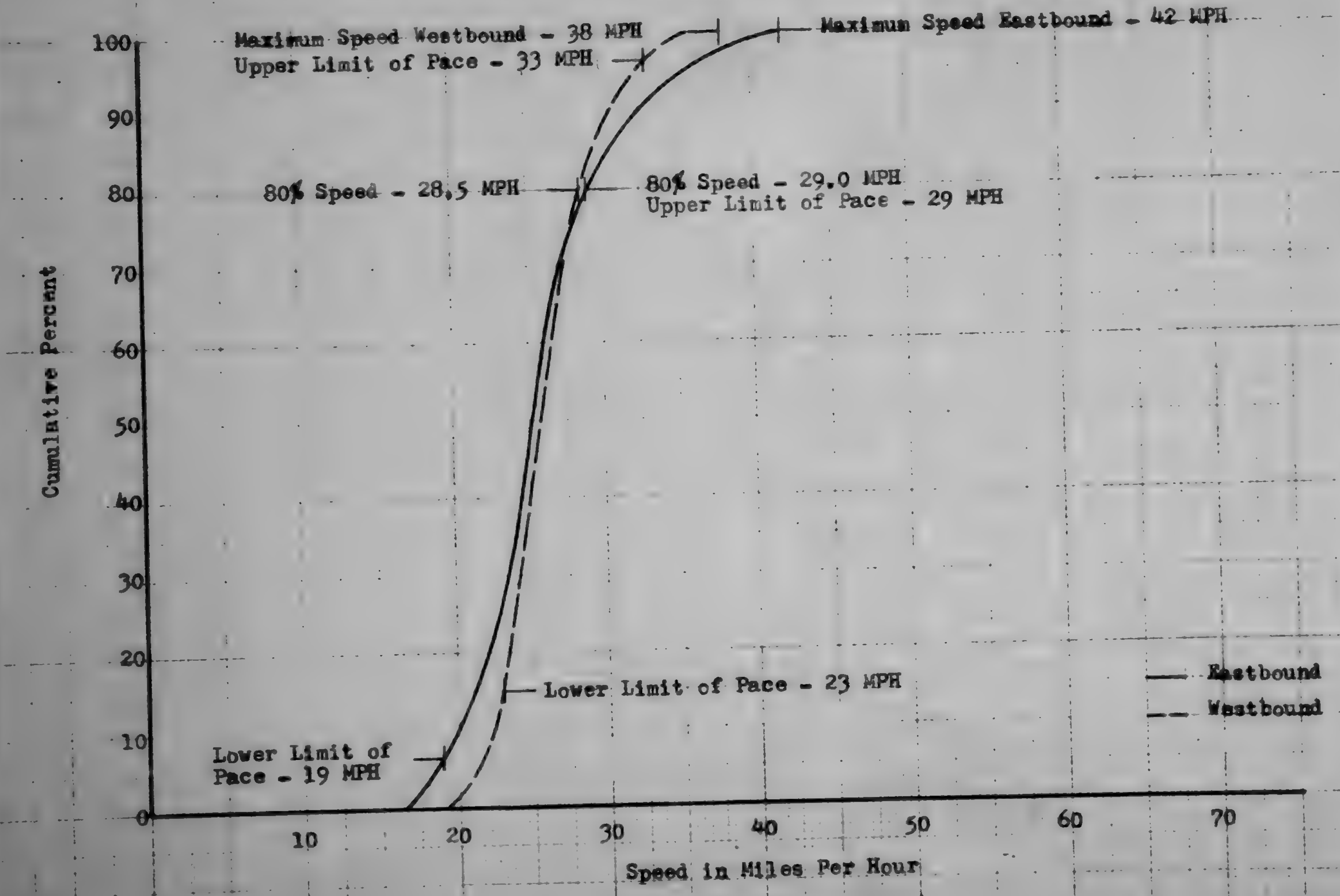
OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Passenger Vehicle Speeds

US26 - Hwy. No. 26 - M.P. 13.37
200' West of Cleveland Avenue - Gresham
September 25, 1953



OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Passenger Vehicle Speeds

US26 - Hwy. No. 26 - M.P. 13.45
200' East of Cleveland Avenue - Gresham
September 25, 1953



31-[illegible]308 Union Rock Production Project 1955

1,243

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FOR FILING

31 8308

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 6, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4348	6-Final	Arthur Simonsen & Company

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1718	R-142344	$ 1,247.96	2/6/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: to Nov. 3, 1955

Completion Date: Nov. 3, 1955

Date Accepted: Dec. 19, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-9-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer Jr
H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

NOTED ON CARD

RECEIVED
JAN 31 1956
FOR FILING

[illegible]
4348

January 24, 1956

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4348 for rock production on the Union Section of the La Grande-North Powder and Medical Springs Highways in Union and Baker Counties was completed by the contractor, Arthur Simonsen & Co., on November 3, 1955 and was formally accepted by the Highway Commission on December 19, 1955.

Final payment in the amount of $1,247.96 will be released to the contractor on or after February 3, 1956. The total contract amount is $47,910.63 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JAN 6 1956
FOR FILING

21-X 208
4348

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 3, 1956

Arthur Simonsen & Co.
2925 Grandview Dr.
Baker, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 19, 1955 thad under discussion your request for an extension of time from October 31 to November 3, 1955 within which to complete your contract No. 4348, for rock production on Union Section of the LaGrande-North Powder and Medical Springs Highways in Union and Baker Counties.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson,
Division Engineer

C. D. Cannon,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
NOV 23 1955
FOR FILING

4345

FORM E-120 5M REVISED 5-5

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 21, 1955

Arthur Simonsen & Co.
2925 Grandview Drive
Baker, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from August 31 to October 31, 1955 within which to complete your contract No. 4348, for rock production on the Union Section of the LaGrande-North Powder and Medical Springs Highways in Union and Baker Counties.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson
Division Engineer

C. D. Cannon,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
NOV 17 1955
FOR FILING

31-8308
4348

November 16, 1955

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to Arthur Simonsen & Co. a portion of the funds heretofore retained by the Commission on contract No. 4348, for rock production on the Union Section of the La Grande-North Powder and Medical Springs Highways in Union and Baker Counties.

This payment in the amount of $17,995.77 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,399.95. The present payment will be released on or after November 26, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

RECEIVED
NOV 17 1955
FOR FILING

31-8308
4348

Salem, Oregon
Nov. 16, 1955

Extension of Time for
Contract No. 4348

Mr. R. H. Probert
Mr. F. H. Stephenson
Mr. C. H. Maison
Mr. Forrest Cooper

The State Highway Commission at its meeting held on November 3 approved an extension of time for contract No. 4348, with Arthur Simonsen & Co., for rock production on the Union Section of the La Grande-North Powder and Medical Springs Highways in Union and Baker Counties.

This extension of time was granted from August 31, 1955 to October 31, 1955 without penalty.

Secretary

gl

NOTED ON CARD
gl

b

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NOV 15 1955
FOR FILING

31-8308
4:45

November 15, 1955

Request for extension of time
No. 3
December 19 and 20 meeting

Oregon State Highway Commission

Gentlemen:

At the Commission meeting on November 3 and 4 you approved a request for an extension of time on the Union Rock Production Project, Contract No. 4348, from August 31, 1955 to October 31, 1955.

We find that the project was not fully completed until November 3, 1955, and it is, therefore, requested that you grant the additional three days' extension, making the official completion date November 3, 1955 in lieu of October 31, 1955.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. Forrest Cooper

WCW:me lg

Office

6

RECEIVED
NOV 16 1955
FOR FILING

31-8308
4348

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 8, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

Dear Sir:

On September 28th, Mr. Probert's office received notification from the field that the Union Rock Production Contract No. 4348 was completed on September 20th. On the basis of that report I furnished you with the time extension forms and on September 29th Mr. Baldock wrote to the Commission recommending the extension to September 20th, without penalty.

Sometime in the last two or three days we have been notified that the engineer had sent in the notification on the wrong Union contract, and that the Contract No. 4348 was not completed until November 3rd. At Mr. Glaisyer's suggestion, I have redrafted the letter to the Commission, with a request that Mr. Baldock sign it and a copy be furnished to Mr. Glaisyer supplementing the previous letter of September 29th.

I am also submitting herewith additional requests from this contract for the period of October 31st to November 3rd, inclusive.

Very truly yours,

Forrest Cooper
Construction Engineer

By Edwin A. Pease
Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

Form E-1-Rev 6-55—10M 31-8308

OR ON STATE HIGHWAY DEPARTME

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 5, 1955

Section Union

Kind of work Rock Production

Highway La Grande-North Powder & Medical Springs

Section prefix 31-8308

Contractor Arthur Simonson & Co.

Contract number 4348

Date of contract January 19, 1955

Date of completion August 31, 1955

Date work started June 1, 1955

Estimated date of completion November 3, 1955

Project authorization . . . . $52,470.

Exclusive of Engineering $48,738.80

Per cent of time elapsed Time Elapsed %

Estimated cost of completed project, exclusive of engineering . . . . $ 48,730.00

Estimated per cent overrun or underrun . . . . —— %

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering authorization . . . . $ 3,731.20

Engineering cost to date $1,500, 40 %

Date project was completed November 3, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor running three and one half days this week. Completed project on ~~Thursday~~ ~~Wednesday~~ Thurs. Plant is being torn down and moved out. Contractor plans to be completely moved out and site cleaned up by Monday.

Final report.

NOTED
OSCAR CUTLER

NOTED
L. H. Young

NOTED
W. T. WRIGHT

RECEIVED
[illegible] 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed

Address La Grande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86385

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			58.76		
Miles partially completed					
Miles completed			58.76		
Total estimated quantities (contract)			17,400		
Total quantities corrected to date			18,150		
Estimated quantities moved or placed to date			18,150		
Average daily quantities			400		
Average daily quantities necessary to complete project on time			Completed		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			13		
Men			5		
Supervision			2		
Men and trucks under 3 tons			5		
Men and trucks over 3 tons					
Men and tractors			1		

Equipment used during week: Shovels ...., Power graders ...., Rollers............, Mixers ...., Crushing or screening plants ...1......

Compressors ...., Bulldozers ..1......, Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Snow		
Monday	Snow		
Tuesday	Snow		
Wednesday	Overcast		
Thursday	Overcast		
Friday	Overcast		
Saturday	Overcast		

RECEIVED
SEP 30 1955
FOR FILING

31-7327

4348

September 29, 1955

Request for extension of time
No. 1
November 3 and 4 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Arthur Simonsen & Company for an extension of time on the Union rock production project, Contract No. 4348, from August 31, 1955 to October 31, 1955.

The contractor had several rock production contracts in Division 5 and, at the request of the Division Engineer, completed the other projects before starting this one. The rock was needed for the 1956 oiling season, so the State did not suffer any inconvenience because of the noncompletion. The project was actually completed on September 20, 1955, and I recommend the extension to that date without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP:dt lg

RECEIVED
FEB 28 1955
FOR FILING

31-8348
4348

February 25, 1955

Arthur Simonsen & Co.
2925 Grandview Dr.
Baker, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4348, which was awarded to you on January 19 by the State Highway Commission, for rock production on the La Grande-North Powder and Medical Springs Highways in Union and Baker Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JAN 2 1 1955
FOR FILING

31-R348
4348

January 20, 1955

Arthur Simonsen & Company
2945 Grandview
Baker, Oregon

Gentlemen:

The State Highway Commission on January 19, 1955 awarded to you State Highway Contract No. 4348 for Union Rock Production Project on the La Grande-North Powder and Medical Springs Highways in Union and Baker Counties.

This award was based on your bid of $46,640 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

34-1604 Tigard Overcrossing Roadside 1955
Improvement Project.
4349

34-1[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 20, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4349	3-Final	Knight Pearcy	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
7755	R-120810	$ 717.80	4/20/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: May 31, 1955

Time Extensions: None

Completion Date: March 18, 1955

Date Accepted: April 13, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-21-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: APR 21 1955
Ruth Rawlings

NOTED ON CARD
g

RECEIVED
APR 11 1955
FOR FILING

34-1624
4349

April 8, 1955

REGISTERED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4349 covering roadside improvement on the Tigard Overcrossing Section of the Pacific Highway West in Washington County was completed by the contractor, Knight Pearcy, on March 18, 1955 but has not as yet been accepted by the Commission.

Final payment in the amount of $717.80 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $6,046.25 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Scellars, Etzel & Rising, Inc.
143 So. Liberty St.
Salem, Oregon

Portland Branch Office

NOTED ON CARD

Form E-1—10M

34-1604

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 19, 1955, 19

Section Tigard Overcrossing

Highway Pacific West

Contractor Knight Pearcy

Date of contract January 19, 1955

Date work started January 25, 1955

Project authorization $10,261.13

Exclusive of Engineering $9,531.45

Kind of work Roadside Improvement

Section prefix 34-1604

Contract number 4349

Date of completion May 31, 1955

Estimated date of completion , 19

Per cent of time elapsed 45 %

Estimated cost of completed project, exclusive of engineering $9,531.45

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $729.68

Engineering cost to date $261.00, 35 %

Date project was completed March 18, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project was completed on March 18, 1955.

NOTED
H. G. SMITH

NOTED
OSCAR CUTLER

NOTED
FORREST COOPER

NOTED

Signed Lowell A. Johnston
Lowell A. Johnston

Address Portland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77000

Roadside Improvement

	XXXXXXX	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.5				
Miles partially completed					
Miles completed	0.5				
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	snow A.M. Fair P.M.		
Tuesday	Clear		
Wednesday	Cloudy		
Thursday	Clear		
Friday	Cloudy		
Saturday	Clear		

RECEIVED
FEB 28 1955
FOR FILING

34-1614
4349

February 25, 1955

Mr. Knight Pearcy
P. O. Box 12
Salem, Oregon

Dear Sir:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission on January 19, 1955, as follows:

Contract No. 4345, for roadside improvement on the Hayesville School-Battle Creek Junction Section of the Portland-Salem Expressway in Marion County.

Contract No. 4349, for roadside improvement on the Tigard Overcrossing Section of the Pacific Highway West in Washington County.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JAN 21 1955
FOR FILING

84-1609
[illegible]

January 20, 1955

Mr. Knight Pearcy
P. O. Box 12
Salem, Oregon

Dear Sir:

The State Highway Commission on January 19, 1955 awarded to you State Highway Contract No. 4349 for Tigard Overcrossing Roadside Improvement Project on the Pacific Highway West at Tigard in Washington County.

This award was based on your bid of $5,941 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
Mark Astrup

S-76(2) West Unit, Weston-Weston Mtn. 1955
Sec., Weston-Elgin Hwy.
#4350

RECEIVED
JUN 8 - 1956
FOR FILING

9

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 30, 1956

76			
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4359	8-Final	Rogers Construction, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1348	B-141987	$ 6,893.96	1/27/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1955

Time Extensions: to Oct. 6, 1955

Completion Date: Oct. 6, 1955

Date Accepted: June 4, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-7-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD
gf

Warrant Mailed: JUN 7 1956
Ruth Rawlings

[illegible]
S-76/21

April 4th, 1956

FINAL COST ANALYSIS

West Unit, Weston-Weston Mountain Grading and Paving
Contract #4350
Rogers Construction, Inc., Contractor
W. S. Hodge, Resident Engineer

Weston-Elgin Highway
Prefix 130-1042

NOT
State Highway

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	$1,000	$	$ 846.50	$ 1,000.00
Drainage Excav., Un-class.	829.83	Cu. Yd.	3.00	2.63	2,186.00	2,489.49
General Excav., class.	193,464.5	" "	0.36	0.33	63,776.22	69,647.22
Short Overhaul	424,578.9	Yd. Sta.	0.01	0.009	3,883.76	4,245.99
Long Overhaul	9,473.9	C-Yd. Sta.	0.40	0.37	3,471.20	3,789.56
Finish R/B & Slopes	2.68	Mile	400.00	339.15	908.94	1,072.00
12" Concrete Pipe	450	Lin. Ft.	1.50	1.42	639.03	675.00
18" " "	719	" "	3.00	2.89	2,078.40	2,157.00
24" " "	477	" "	4.50	4.38	2,089.30	2,146.50
24" Corr. Metal Pipe 12 Ga.	246	" "	6.25	6.17	1,518.54	1,537.50
6" Perf. Metal Drain Pipe, Uncoated	540	" "	2.00	1.85	998.80	1,080.00
Spec. Backfill in Drains	109	Cu. Yd.	5.00	4.38	477.63	545.00
Class "A" Concrete	20.66	" "	90.00	78.00	1,611.48	1,859.40
Metal Reinforcement	2,433	Lb.	0.20	0.14	340.62	486.60
2½"-0 Rock in Base	25,790	Cu. Yd.	1.75	1.63	42,082.41	45,132.50
3/4"-0 Rock in Base and Shoulders	5,038	" "	1.75	1.72	8,677.54	8,816.50
Sprinkling	1,862.5	M/Gal.	2.00	1.32	2,453.50	3,725.00
3/4"-0 Rock in Binder Course	550	Cu. Yd.	2.75	2.07	1,140.45	1,512.50
MC-2 Asphalt in Binder Course	81.32	Ton	43.00	39.65	3,224.68	3,496.76
Class "B" Asphaltic Concrete	9,456.44	"	6.50	7.14	67,535.90	61,466.86
PA #1, Furnish & Place RS-2	51.24	"	56.00	47.66	2,442.43	2,869.44

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #1, Furnish & Place ¼"-#10 Oil Aggregate	165	Cu. Yd.	$5.50	$3.77	$ 622.37	$ 907.50
PA #3, Cement Adj., Favor of Contractor	2.5	Bbl.	5.22	5.22	13.05	13.05
PA #4:						
Purchase Excess 3/4"-0 Cr. Rock in Stockpile	2,093.4	Cu. Yd.	1.00	0.98	2,050.75	2,093.40
Purchase Excess 3/4"-¼" Cr. Rock in Stockpile	3,259.4	"	1.00	0.98	3,192.84	3,259.40
Purchase Excess ¼"-0 Cr. Rock in Stockpile	1,357.3	"	1.00	0.98	1,329.58	1,357.30
Purchase Excess ½"-¼" Cr. Rock in Stockpile	366.3	"	1.75	0.98	358.82	641.03
Purchase Excess ½"-¼" Cr. Rock in Stockpile	340.0	"	1.75	0.98	333.06	595.00
Purchase Excess ¼"-#10 Cr. Rock in Stockpile	587.0	"	1.75	0.98	575.01	1,027.25
					$220,858.81	$229,644.55

Gross Revenue	$229,644.55
Total Cost	220,858.81
Net Profit	$ 8,785.74

Net Profit Equals 2.8% of Gross Revenue

Detail of Cost

Labor:					
Labor				$69,653.20	
Labor Insurance				3,482.65	
Health & Welfare				2,364.76	$ 75,500.61
Materials:					
12" Concrete Pipe	450	Lin. Ft.	at $0.98	$ 441.00	
18" " "	719	" "	" 2.29	1,646.51	
24" " "	477	" "	" 3.72	1,774.44	
24" Corr. Metal Pipe 12 Ga.	246	" "	" 5.48	1,348.08	
24" Bands	12	Each	" 5.48	65.76	
6" Perf. Metal Drain Pipe, Uncoated	540	Lin. Ft.	" 0.98	529.20	
6" Bands	24	Each	" 0.98	23.52	
MC-2 Asphalt	81.32	Ton	" 25.25	2,053.33	
150-200 Asphalt	610.56	"	" 22.50	13,737.60	
RS-2 Asphalt	51.24	"	" 25.20	1,291.25	
Freight on Asphalt				6,688.08	
Reinforcement Steel	2,433	Lb.	" 0.09	218.97	29,817.74
Equipment Rental & Misc. Supplies:					
Equipment Rental, Owned				$60,110.96	
" " , Hired				27,412.68	
Gas, Oil & Grease				11,600.82	
P.L. & P.D. Insurance				1,721.99	
Freight & Cartage				2,877.53	
Bond				1,646.15	
Explosives & Drill Steel				5,274.98	
Small Tools & Misc. Supplies				897.22	
Home Office & General Overhead				2,265.00	
Purchase Order - J. Ryan (Class "A" Concrete)				1,733.13	115,540.46
Total Cost					$220,858.81

Breakdown of Crushing Cost

	Quantity	Unit	Total Cost	Unit Cost
Drill & Shoot	47,220.6	Cu. Yd.	$ 2,493.05	$0.053
Feed Crusher	"	" "	10,125.75	0.214
Crushing	"	" "	33,637.79	0.712
			$46,256.59	$0.98

Remarks:

This was a "Federal Aid Secondary Project" calling for the construction of 2.68 miles of highway roadbed and the furnishing and placing of 30,800 cu. yd. of stone base and shoulders and 9,456 tons of asphaltic concrete wearing surface. The project was bid December 7th, 1954 and was awarded January 20th, 1955. Work started April 27th and was completed October 6th, 1955.

The contractor moved in his grading equipment and started grading operations April 27th. Grading was completed July 16th, 1955. Grading was done with the following equipment: six 15½-yard Euclid tractor and scraper units, four D-8 cats and dozers, one #12 blade, one 600 CFM compressor and one 3½-inch Gardner Denver wagon drill. Most of the drainage excavation was done by a rented ½ cu. yd. backhoe. Excavation consisted of topsoil, decomposed rock and a very small amount of solid rock that required drilling and blasting. The clearing, being a small amount, was removed as grading progressed. The contractor, having good equipment and supervision, realized a good profit on the grading.

The Class "A" concrete and the placing of metal reinforcement was done by J. Ryan on a purchase order at $78.00 per cu. yd. of concrete and placing of steel for $0.05.

The contractor moved his drilling crew and equipment into the quarry designated by the State located 1.1 miles southerly from the highway at Station 26+50 and started drilling June 6th. The quarry was shot during the week of June 25th. The crushing plant was then moved in and set up and started to produce paving aggregate July 1st, running three shifts. When the paving aggregate and the 3/4"-0 material was completed and stockpiled the crusher was changed over to produce 2½"-0 base material. Two 10-hour shifts were run by the crushing plant. The material was hauled direct from plant to the grade one shift and the second shift would stockpile as the plant could not produce enough to keep equipment operating on the haul. The base rock was hauled by four Euclid tractors and scraper units and three 8-yard trucks. The haul road that was to be used from the quarry proved unsatisfactory to the contractor so he bought a more direct route across a farmer's field for $600.00 which shortened the haul and the contractor realized more in return on his production than using the original planned route.

The laying of the binder, asphaltic concrete and the seal was done by Morrison & Lamping Co. on an equipment rental basis with Rogers Construction Co., Inc. paying all labor and furnishing all materials. This item shows a loss due to the slowness of setting up and operations also after starting. A total of 120 tons was rejected due to poor supervision and plant operation.

The contractor, with good production and bid prices, shows a good profit on all items except the asphaltic concrete.

R. D. Asburry
Chief Cost Analyst

By . . C. E. Layton

RECEIVED
JAN 20 1956
FOR FILING

3-16 (6)
4350

January 19, 1956

CERTIFIED MAIL

Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

State Highway Contract No. 4350 for work performed on the West Unit, Weston-Weston Mountain Section of the Weston-Elgin Highway in Umatilla County was completed by the contractor, Rogers Construction, Inc., on October 6, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $6,893.96 will be released to the contractor after acceptance by the Commission. The total contract amount is $229,644.55 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

gl

FORM E-120 REVISED

RECEIVED
NOV 23 1955
FOR FILING

S 76 E
4350

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 22, 1955

Rogers Construction, Inc.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from September 30, 1955 to October 6, 1955 within which to complete your contract No. 4350, for grading and paving on the West Unit, Weston-Weston Mountain Section of the Weston-Elgin Highway in Umatilla County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson,
Division Engineer

F. C. Hodge,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
NOV 17 1955
FOR FILING

76 E

4350

November 16, 1955

CERTIFIED MAIL

The Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogers Construction, Inc. on contract No. 4350, covering the West Unit, Weston-Weston Mountain Section of the Weston-Elgin Highway in Umatilla County. This payment, in the amount of $8,831.67, will be released to the contractor on or after November 26, 1955. The retained percentage is $6,889.19.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

S-76 (2)

3

Form E-1-Rev 6-55—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report #36 Final

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct.29, 1955

Kind of work Grading and paving

Section West Unit, Weston-Weston Mt.

Section prefix 130-1042

Highway Weston-Elgin

Contract number 4350

Contractor Rogers Construction, Inc.

Date of completion Sept.30, 1955

Date of contract Jan.20, 1955

Estimated date of completion ...., 19....

Date work started April 27, 1955

Per cent of time elapsed 102.5 %

Project authorization $ 251,647.88

Exclusive of Engineering $233,752.92

Estimated cost of completed project, exclusive of engineering $ 225,650.08

Estimated per cent ~~overrun or~~ underrun 4.5 %

Per cent of contract completed, based on total contract price 100. %

Engineering authorization $ 17,894. 96

Date project was completed 10-6, 1955

Engineering cost to date $ 19,148.45, 107. %

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final was completed and forwarded to La Grande Monday Oct.24.

Part of this week we have been getting some lines and levels across wheat fields from Sta 65 to 133 where culverts will empty into fields and are likely to wash. This to get the estimated cost of installing covered pipes across these fields.

NOTED
L. H. Young

RECEIVED
OCT 31 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86365

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.68				2.68
Miles partially completed					
Miles completed	2.68				2.68
Total estimated quantities (contract)	203,000.	31,600.			9,500.
Total quantities corrected to date	193,464.5	30,828.			9,456.44
Estimated quantities moved or placed to date	"	1,790.			"
Average daily quantities	3,130.				525.
Average daily quantities necessary to complete project on time					
Number shifts per day	0				
Hours per shift	0				
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers............, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Cloudy		
Tuesday	"		
Wednesday	Fair-cool		
Thursday	Rain		
Friday	"		
Saturday	Cloudy		

RECEIVED
OCT 25 1955
FOR FILING

S 96 (2)
4350

October 24, 1955

Request for extension of time
No. 26
November 3 and 4 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the Rogers Construction, Inc. for an extension of time on the West Unit, Weston-Weston Mt. Section of the Weston-Elgin Highway, Contract No. 4350, from September 30, 1955 to October 6, 1955.

Heavy rains during the last part of the time period delayed the paving approximately six days. There was no inconvenience or added expense to the State, and I recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP:dt lg

RECEIVED
OCT 25 1955
FOR FILING

S 7- (2)
4350.

October 24, 1955

The Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

It is the intention of the State Highway Commission to release to Rogers Construction, Inc. a portion of the funds heretofore retained by the Commission on contract No. 4350, covering the West Unit, Weston-Weston Mountain Section of the Weston-Elgin Highway in Umatilla County.

This payment, in the amount of $61,393.04, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $6,616.05. The present payment will be released on or after November 3, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carle, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
OCT 14 1955
FOR FILING

S-76(2)
4350

October 12, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 6, 1955 on Contract No. 4350, West Unit, Weston-Weston Mountain Section, in Umatilla County, in connection with Federal Aid Project No. S-76(2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc: John Cattrall

DDP:seh

RECEIVED
JUL 21 1955
FOR FILING

C-96131

4 ST

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19th, 1955

SUBJECT:

To: Mr. A. F. Parson
Division Engineer

NOTED
W. C. WILLIAMS

Please submit immediately specifications, plans and other necessary data for the construction of guard fence, sight posts and snow fence on the Weston-Weston Mountain Section.

Cost estimate for this project is $21,000.

Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams

RECEIVED
JUL 20 1955
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible] (4d)

RECEIVED
AUG 23 1955
FOR FILING

S-7(2)
4 [illegible]

AGENDA
JUL 11 1955
4d

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7th, 1955

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
Office

L

Dear Sir:

Mr. Parson considers it very essential that the following protection devices be erected on the new Weston-Weston Mountain Section prior to winter:

5,550	Lin. Ft. of Guard Fence
120	Sight Posts
1,200	Lin. Ft. of Portable Type Snow Fence

He estimates the total cost at about $21,000.

If it is inconvenient to secure approval of the Commission for a contract of this amount, we probably will have enough savings in the job to place a limited amount which probably will get by until next year.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

REFERRED TO
[illegible]
State Highway Engineer
agenda

RECEIVED
STATE HIGHWAY ENGINEER

S+C

RECEIVED
JUN 24 1955
FOR FILING
FORM E30—50M—10-54—79485

S-76(2)

1350

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22nd, 1955

NOTED
W. C. WILLIAMS

SUBJECT:

To: Mr. A. E. Parson
Division Engineer

I have your letter of June 20th, 1955 which refers to the Weston-Weston Mountain project in which you state that the Rogers Construction Co. is asking $6.00 per cubic yard for seal rock, which seems extremely high.

While I concur in your recommendation that we attempt to work out some other more economical procedure, I wish to call your attention to the order of Mr. Baldock that all paving jobs be sealed. Therefore, we must, during an appropriate season this year, make arrangements for pavement seal by state forces or other available means.

Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams

RECEIVED
JUN 22 1955
OFFICE OF
STATE HIGHWAY ENGINEER

1634

State Or[illegible]n
County Umatilla
Project No. S-76(2)

4350

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 20th day of June, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 18th day of November, 1954, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program: Being 2.530 miles of Grading, draining, and 2-lane high type pavement (Character of work) between F.A. Route 19 near Weston and F.A. Route 7 at Elgin (Control points), consisting of 2.530 miles of roadway and no (Number) bridges ~~totaling miles in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of one hundred forty-two thousand and 00/100 dollars ($ 142,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is two hundred twenty-nine thousand, six hundred ninety-five and 40/100 dollars ($ 229,695.40).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITHNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title)

By Chas H Reynolds
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer, Bureau of Public Roads

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest
SECRETARY

—32551

1955
DIVISION 8

Oregon State Highway Department

Federal Aid Secondary
Project No. S-76 (2)

WEST UNIT, WESTON-WESTON MOUNTAIN SECTION OF THE WESTON-ELGIN HIGHWAY IN UMATILLA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 21, 1955

Type Code 6201
Roadway (Sta. 19+00 to Sta. 150+60) (Contract No. 4350)

All Required	Clearing and Grubbing (95%)	$	$ 950.00
300 cu. yds.	Drainage Excavation, Unclassified	3.00	900.00
201,900 cu. yds.	General Excavation, Unclassified	0.36	72,684.00
500,000 yd. sta.	Short Overhaul	0.01	5,000.00
9,000 C-yd. sta.	Long Overhaul	0.40	3,600.00
2.53 mile	Finishing Roadbed and Slopes	400.00	1,012.00
340 lin. ft.	12-Inch Concrete Pipe	1.50	510.00
820 lin. ft.	18-Inch Concrete Pipe	3.00	2,460.00
400 lin. ft.	24-Inch Concrete Pipe	4.50	1,800.00
570 lin. ft.	6-Inch Perforated Metal Drain Pipe	2.00	1,140.00
130 cu. yds.	Special Backfill in Drains	5.00	650.00
25,100 cu. yds.	2½" - 0 Rock in Base	1.75	43,925.00
5,100 cu. yds.	3/4" - 0 Rock in Base and Shoulders	1.75	8,925.00
760 M-gal.	Sprinkling	2.00	1,520.00
480 Cu. yds.	3/4" - 0 Rock in Binder Course	2.75	1,320.00
76 tons	MC-2 Asphalt in Binder Course	43.00	3,268.00
9,100 tons	Class "B" Asphaltic Concrete	6.50	59,150.00
	Subtotal		$208,814.00
	10% Engr. & Cont.		20,881.40
	Total		$229,695.40

Length of Roadway	2.530 Miles
Cost of Roadway per Mile	$90,788.69

Federal Funds	$142,000.00
State Funds	87,695.40
	$229,695.40

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

RECEIVED
MAY 5 1955
FOR FILING

S-76(2)
4350

April 29, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 27, 1955 on Contract No. 4350, West Unit, Weston-Weston Mountain Section, in Umatilla County, in connection with Federal Aid Project No. S-76(2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DSP:ch

RECEIVED
MAR 7 1955
FOR FILING

5-26 P.I
4350

March 4, 1955

Rogers Construction, Inc.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4350, which was awarded to you on January 20, 1955 by the State Highway Commission, for grading and paving on the West Unit, Weston-Weston Mountain Section of the Weston-Elgin Highway in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

FEB 18 1955

Files 9

S-76(2)
4350

January 20, 1955

NOTED
J. Mc C.

Rogers Construction, Inc.
11760 S. W. Oleson St.
Portland, Oregon

Gentlemen:

The State Highway Commission on December 7, 1954, accepted your proposal for grading and paving on the East Unit, Weston-[illegible] Mountain Section of the Weston-Elgin Highway east from Weston in Umatilla County for the sum of $519,[illegible]7.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4350.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc - Pacific Builder & Engineer, Inc.
2418 Third Ave.
Seattle 1, Washington
Attn: Dorothy McCormack

R. O. Savage (SIAC)
H. G. Smith
J. H. Probert

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$

S

E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
January 20, 1955
11:00

Rogers Construction, Inc.
11760 N. E. Glisan St.
Portland, Oregon

Contract for West Unit, Weston-Weston Mountain Section of the Weston-Elgin Highway, Umatilla County, for which you submitted low bid on December 7, 1954, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Accounting (5003-900) ✓
Files
C. W. Head

Secretary
OREGON STATE HIGHWAY COMM.

cl
cc H. G. Smith
S. H. Probert
R. G. Savage (SIAC)

RECEIVED
DEC 10 1954
FOR FILING

Const
Fed Aid
Prog & Pro

([illegible])

December 9, 1954

Rogers Construction Co.
11760 N. E. Glisan St.
Portland, Oregon

Gentlemen:

The State Highway Commission on December 7, 1954 accepted your bid in the amount of $219,487 for grading and paving on West Unit, Weston-Weston Mountain Section of the Weston-Elgin Highway east from Weston in Umatilla County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

cl
cc H. G. Smith
S. H. Probert
R. G. Savage (SIAC)

Unit, Weston-Weston Mtn. Sec. WESTON-ELGIN HWY. UMATILLA COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-76(2)		See Index

OREGON
DEPARTMENT

OSED PROJECT

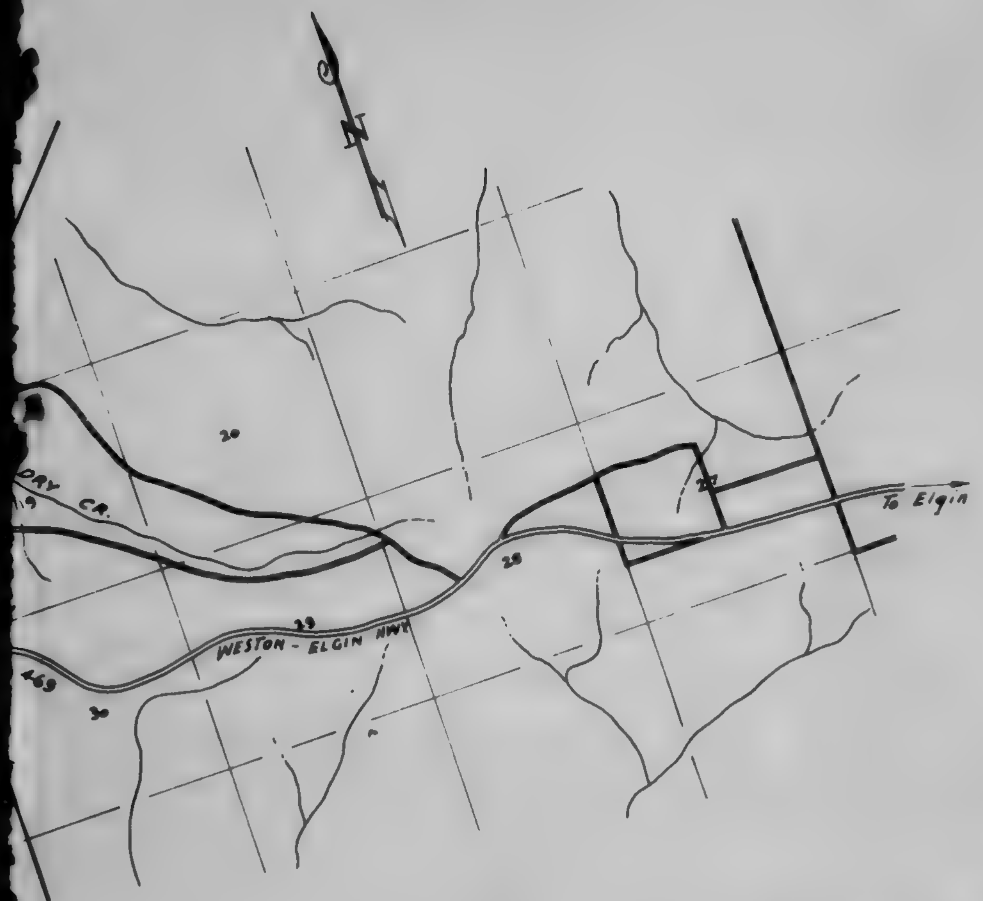
R

AVING

UNIT
OUNTAIN SECTION

HIGHWAY

COUNTY



Map

1 MILES

157
NOV 8, 1919

DEPUTY STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION

BEN. R. CHANDLER,	Chairman
CHAS. H. REYNOLDS,	Commissioner
M. K. McIVER	Commissioner

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

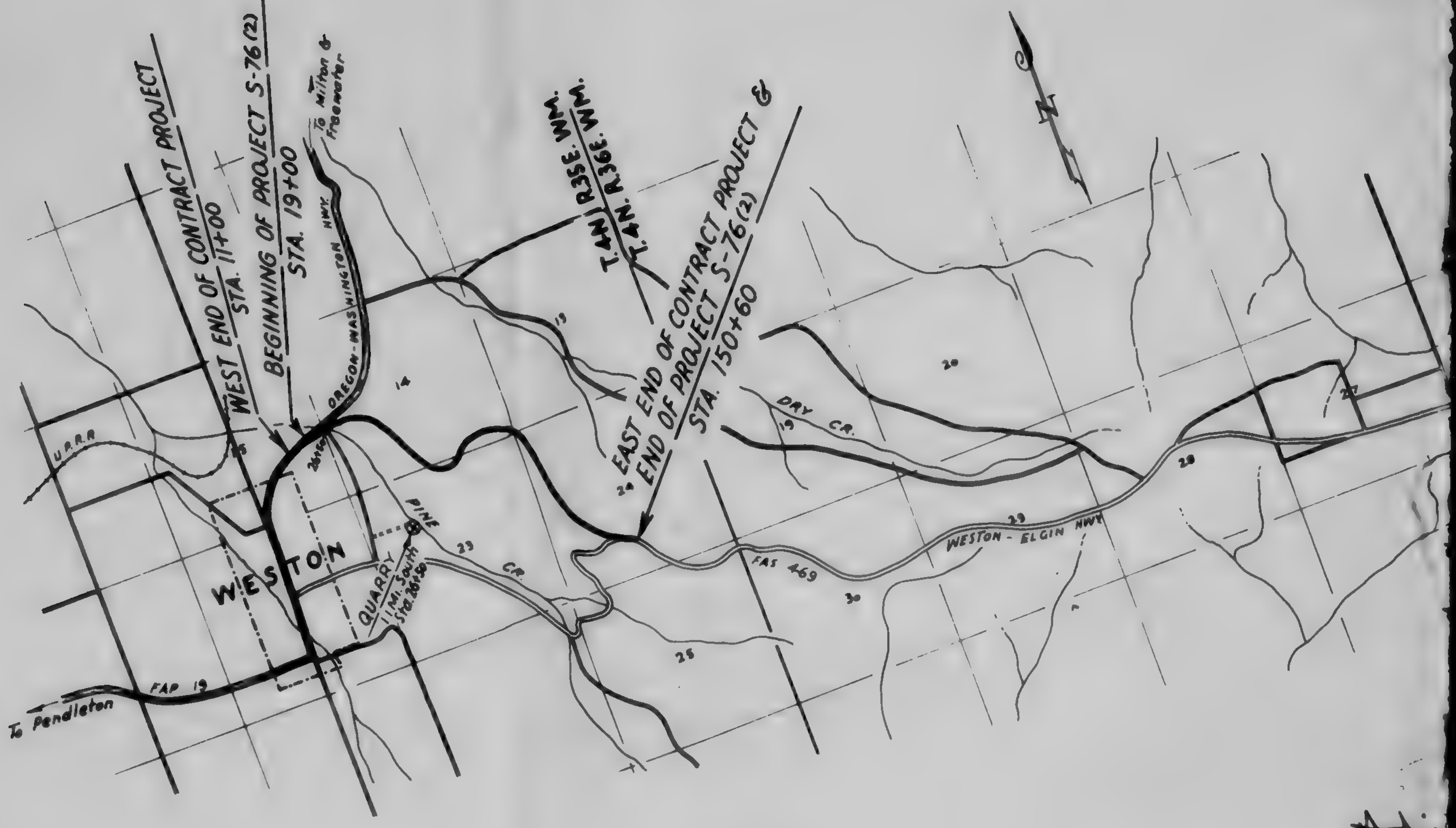
APPROVED:

DISTRICT ENGINEER DATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
PLANS FOR PROPOSED PROJECT

GRADING & PAVING

WEST UNIT
WESTON-WESTON MOUNTAIN SECTION
WESTON - ELGIN HIGHWAY
UMATILLA COUNTY
DEC. 1954



Sketch Map

SCALE 0 ½ 1 MILES

INDEX SHEETS	
SHEET NO.	DESCRIPTION
1	*Title Sheet*
2	*Summary & Typical Section*
3-7 incl.	*Plan & Profile*

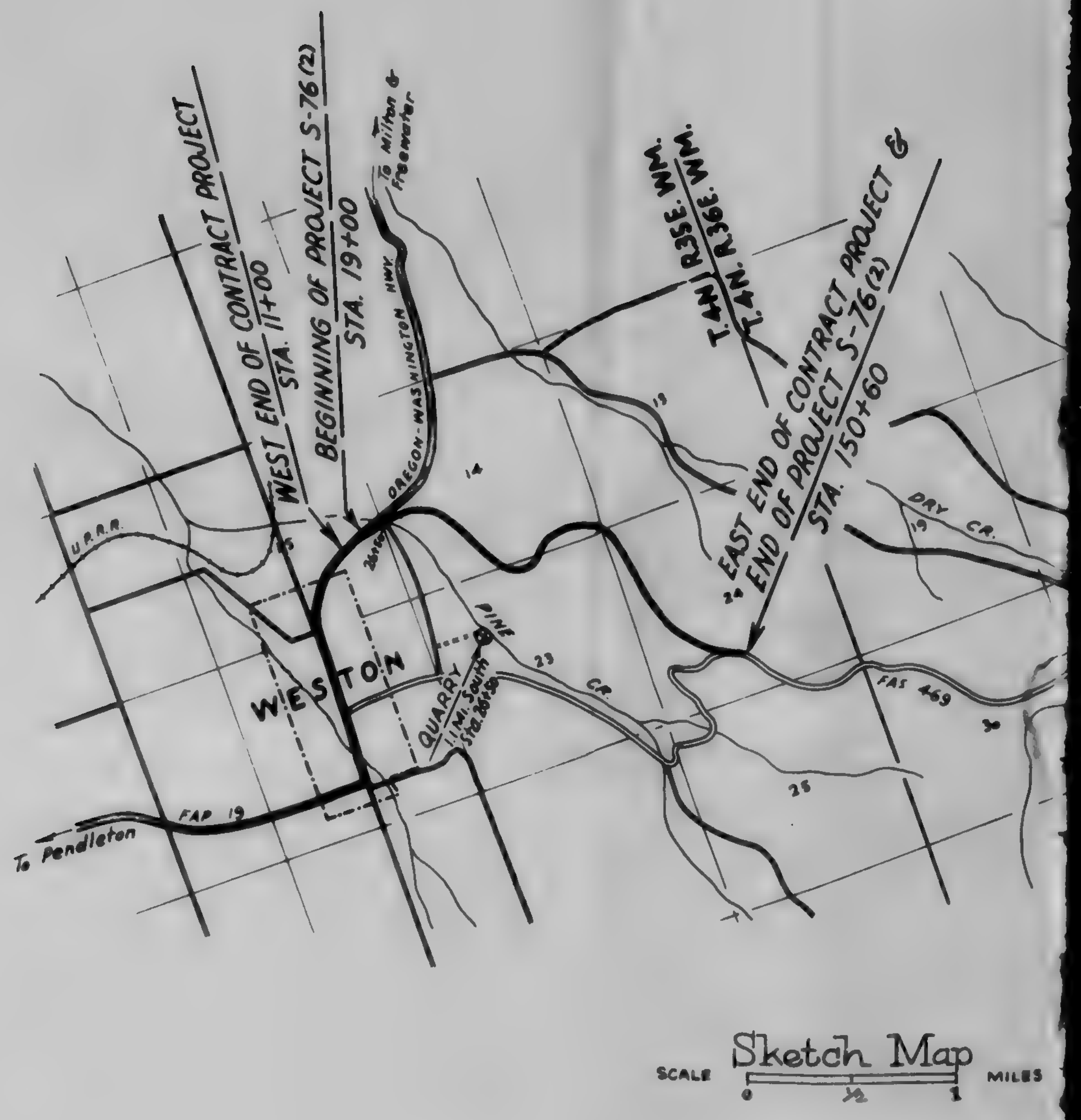
Drg. Nos.

9795 Box Culverts
11863 Culvert Wings

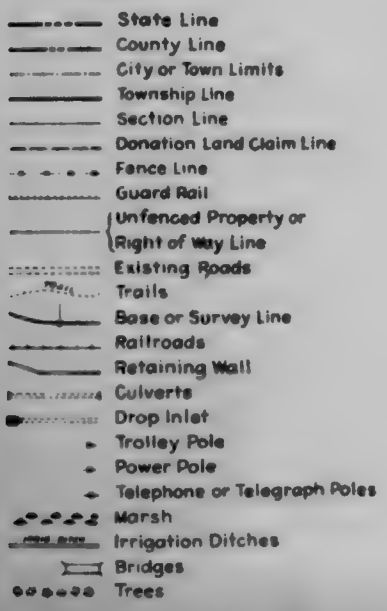
STATE OF ORE
STATE HIGHWAY DEP
PLANS FOR PROPOSED

GRADING & PAVING

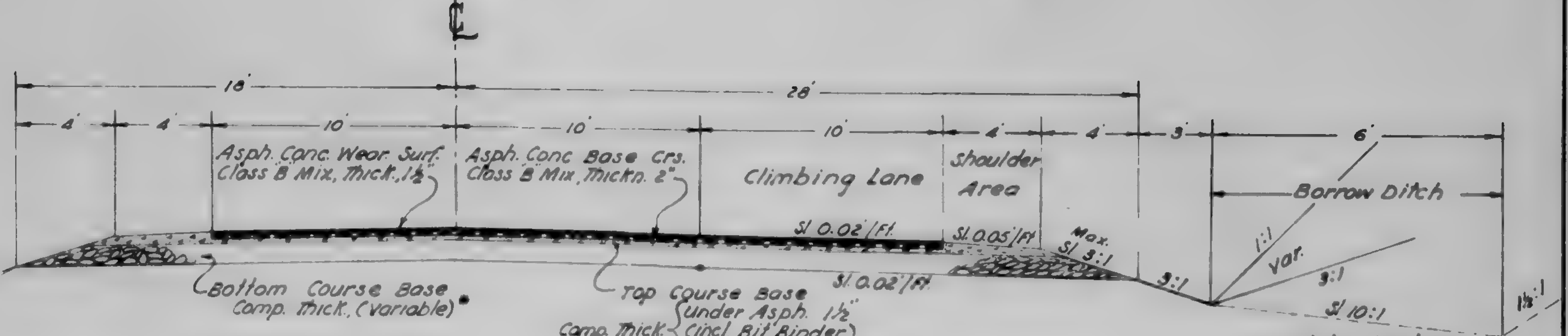
WEST UNIT
WESTON-WESTON MOUNT
WESTON - ELGIN HIG
UMATILLA COUNTY
DEC. 1954



CONVENTIONAL SIGNS



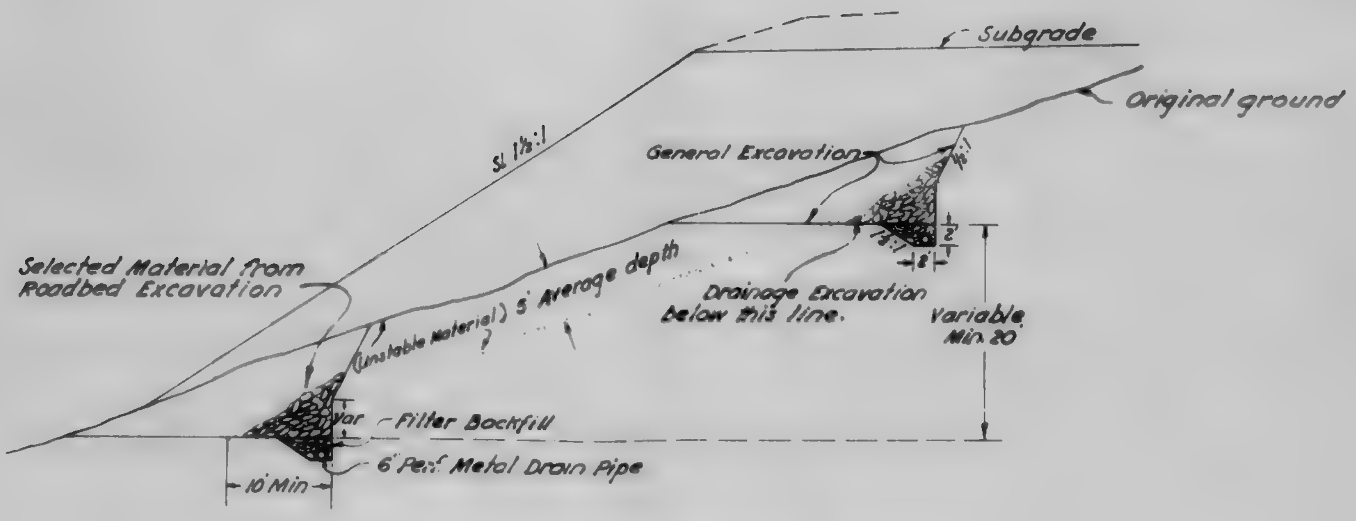
IIT WESTON-WESTON MT. SECTION WESTON-ELGIN HWY. UMATILLA COUNTY				SHEET No 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-76(2)		See Index


℄
18'
28'
4'
4'
10'
10'
10'
4'
4'
3'
6'
Asph. Conc. Wear. Surf. Class B Mix, Thick. 1½"
Asph. Conc. Base Crs. Class B Mix, Thickn. 2"
Climbing Lane
Shoulder Area
Borrow Ditch
Sl 0.02'/Ft.
Sl 0.05'/Ft
Max. Sl 3:1
3:1
1:1
Var.
3:1
Sl 10:1
1½:1
Bottom Course Base Comp. Thick. (variable)*
Top Course Base
Sl 0.02'/Ft
Comp. Thick. Under Asph. 1½" (incl. Bit Binder) On Shldr Area, Max 5"

* Sta 11+00 to 113+00 = 9½"
Sta 113+00 to 150+60 = 11"

	Ditch		Section
Sta.	19	to	30
"	44	to	54
"	59	to	61
"	68	to	74

TYPICAL SECTION

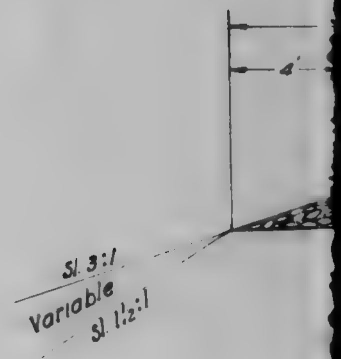

Subgrade
Original ground
Sl 1½:1
General Excavation
½:1
1½:1
2'
8'
Selected Material from Roadbed Excavation
(Unstable Material) 5' Average depth
Drainage Excavation below this line.
Variable Min. 20'
Var
Filter Backfill
6" Perf. Metal Drain Pipe
10' Min

Slope Bench Detail
(Sta. 130 to 133)

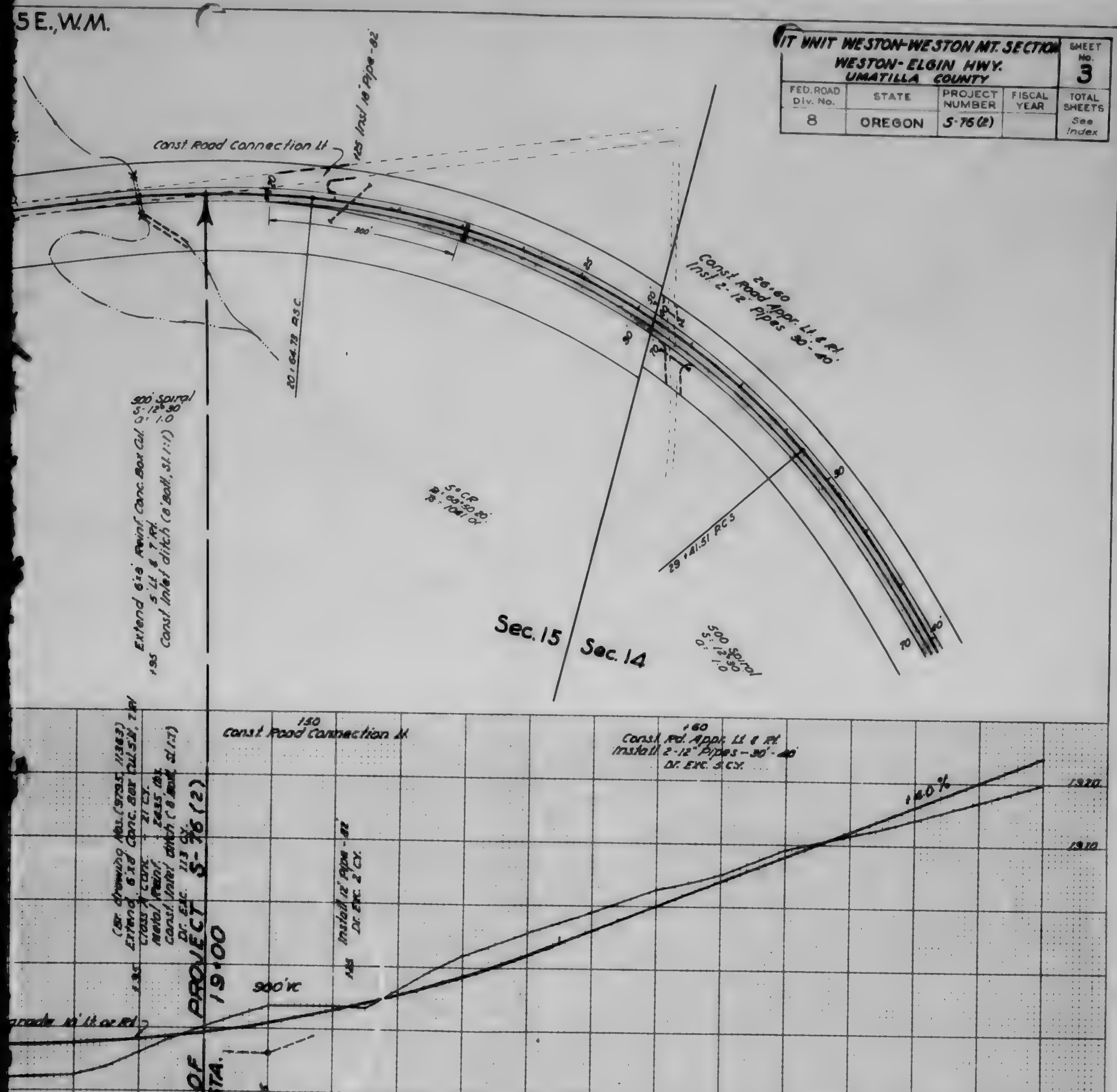
SUMMARY

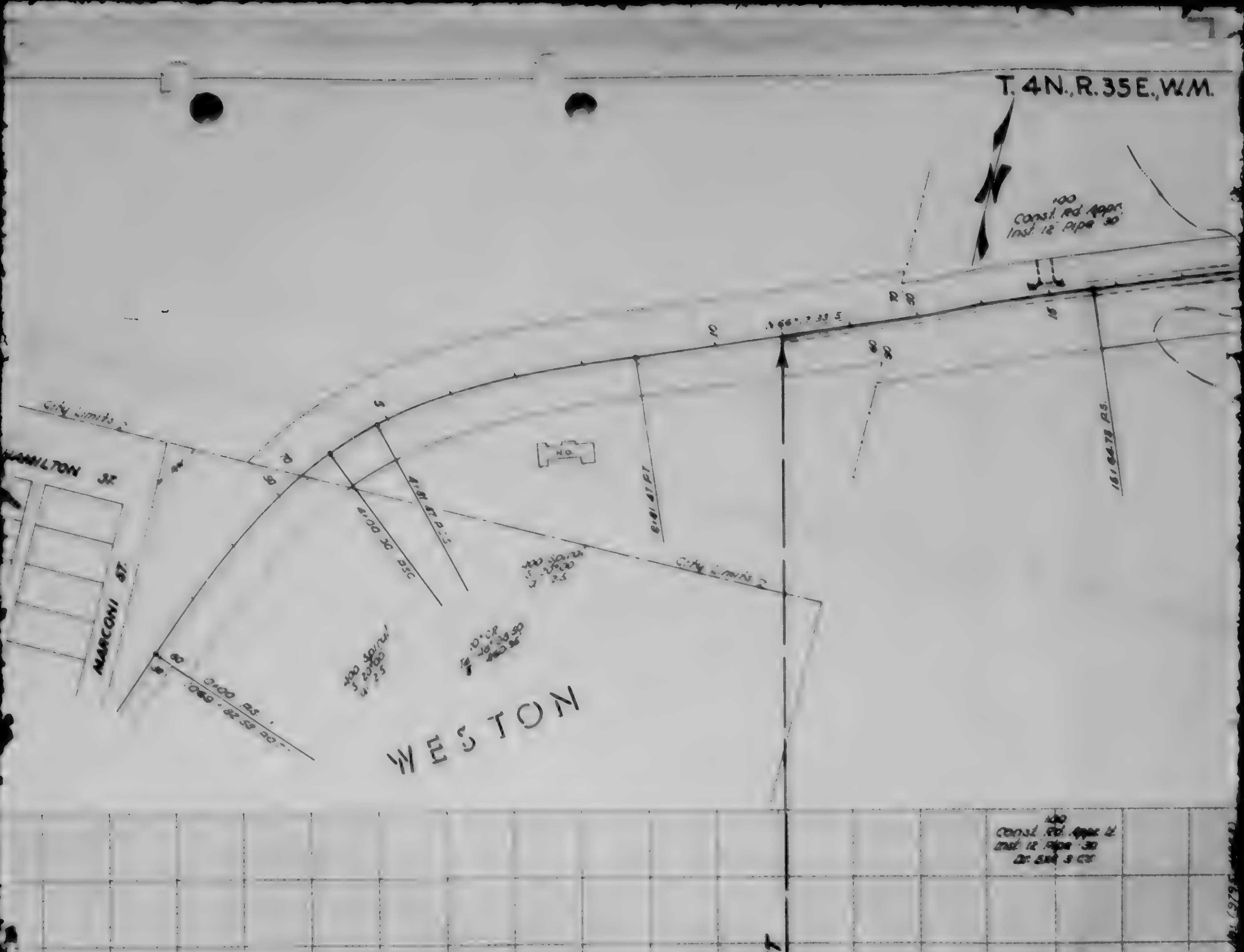
Length of F.A.S. Project, 2.53 Mi.

ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	F.A. PROJ. Sta. 19+00 to Sta. 150+60	STATE PROJ. Sta. 11+00 to Sta. 19+00 and Sta. 168+17
Clearing and Grubbing	All	All		All	All	All
Drainage Excavation, Uncl.	Cu. Yd.	394	36	430	300	130
General Excavation, Uncl.	Cu. Yd.	184,554	18,446	203,000	201,900	1,100
Short Overhaul	Yd. Sta.	451,560	48,440	500,000	500,000	
Long Overhaul	C.Yd. Sta.	8,125	875	9,000	9,000	
Finishing Roadbed & Slopes	Mile	2.68		2.68	2.53	0.15
12-inch Concrete Pipe	Lin. Ft.	350	30	380	340	40
18-inch " "	" "	742	78	820	820	
24-inch " "	" "	356	44	400	400	
24-inch Corr. Metal Pipe, 12 Gage	" "	256	24	280		280
6-inch Perf. Metal Drain P., Uncoated	" "	515	55	570	570	
Special Backfill in Drains	Cu. Yd.	118	12	130	130	
Class "A" Concrete	Cu. Yd.	21	2	23		23
Metal Reinforcement	lb.	2435	265	2,700		2700
2½"-0 Rock in Base	Cu. Yd.	23,836	2,364	26,200	25,100	1,100
¾"-0 Rock in Base and Shoulders	Cu. Yd.	4,903	497	5,400	5,100	300
Sprinkling	M-Gals.	719	81	800	760	40
¾"-0 Rock in Binder Course	Cu. Yd.	445	55	500	480	20
MC-2 Asph. " " "	Ton	73	7	80	76	4
Class "B" Asphaltic Concrete	Ton	8,862	638	9,500	9,100	400



IT UNIT WESTON-WESTON MT. SECTION WESTON-ELGIN HWY. UMATILLA COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-76(2)		See Index


5E., W.M.
Const. Road Connection Lt.
125 Inst. 18" Pipe-82
300'
20+64.72 RSC
26+60 Const. Road Appr. Lt. & Rt. Inst. 2-12" Pipes 30'-40'
29+41.51 PCS
500' Spiral S: 12°30' 0: 1.0
195 Extend 6x8 Reinf. Conc. Box Cul. 5' Lt. & 7' Rt. Const. Inlet ditch (8' Bott., Sl. 1:1)
Sec. 15
Sec. 14
500' Spiral S: 12°30' 0: 1.0
150 Const. Road Connection Lt.
160 Const. Rd. Appr. Lt. & Rt. Install 2-12" Pipes-30'-40' Dr. Exc. 5 C.Y.
(Br. drawing Nos. (9735, 11363) Extend 6x8 Conc. Box Cul. 5' Lt., 7' Rt. Class A Conc. 21 C.Y. Metal Reinf. 2435 lbs. Const. Inlet ditch (8' Bott., Sl. 1:1) Dr. Exc. 113 C.Y.
195
125 Install 12" Pipe-82 Dr. Exc. 2 C.Y.
BEGINNING OF PROJECT S-76(2) STA. 19+00
900' VC
grade 10' Lt. or Rt.
+4.0%
1920
1910
Exc. 2332 Emb. 1794
S.O.H. 6,430 Yd. Sta.
Exc. 2572
Exc. 154
Exc. 2116 Emb. 1628
S.O.H. 40 Yd. Sta.
Emb. 118
20
25
30
32

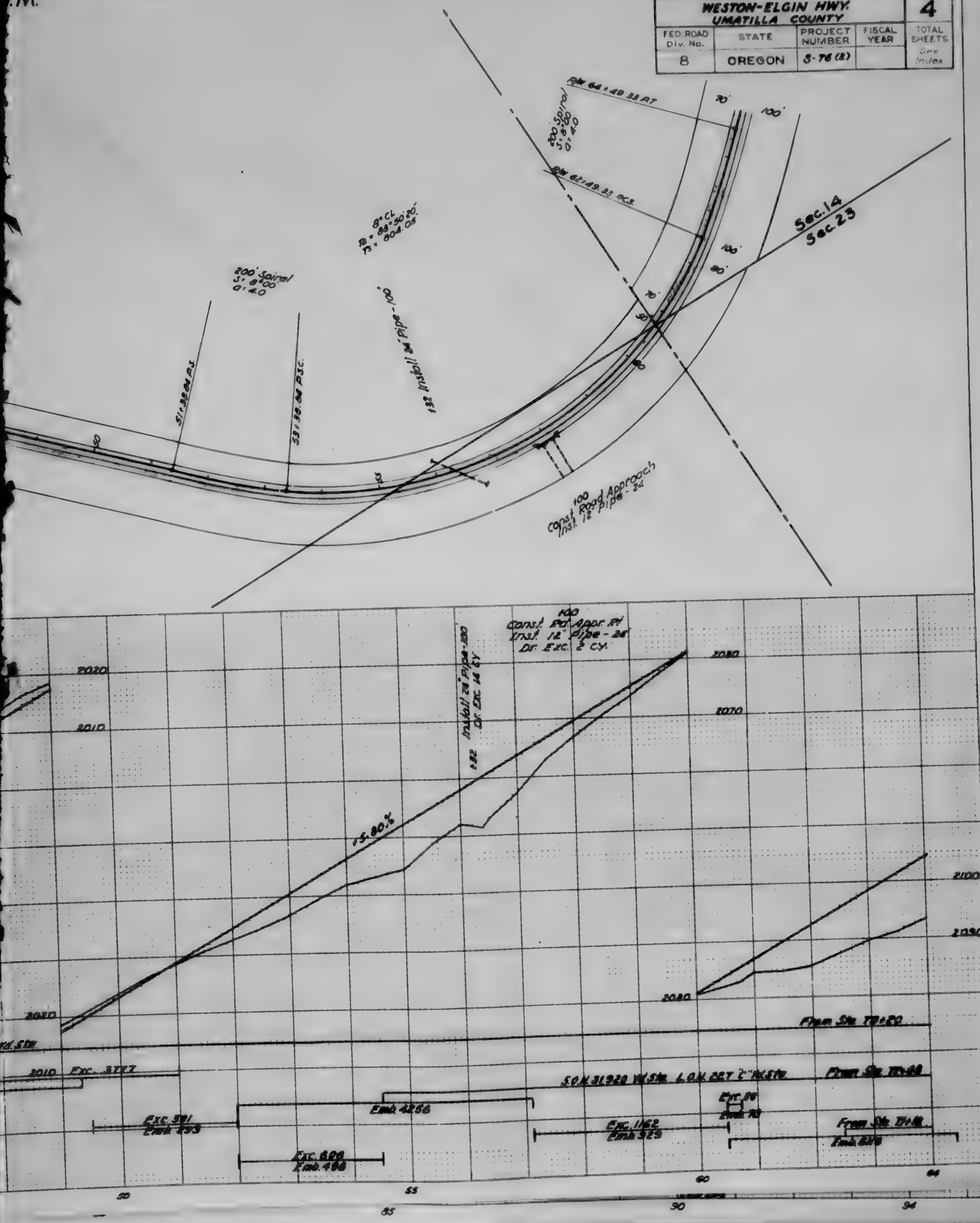

T. 4N., R. 35E., W.M.
N
100
Const. Rd. Appr.
Inst. 12" Pipe 30
R R
City Limits
HAMILTON ST.
MARCONI ST.
City Limits
WESTON
161 64.78 P.S.
Finished Grade
Subgrade
WEST END OF CONTRACT PROJECT
STA. 11+00
100
Const. Rd. Appr. Lt.
Inst. 12" Pipe 30
Exc. 575
Emb. 486
Exc. 117
Emb. 90
0
5
10
15

Y.M.

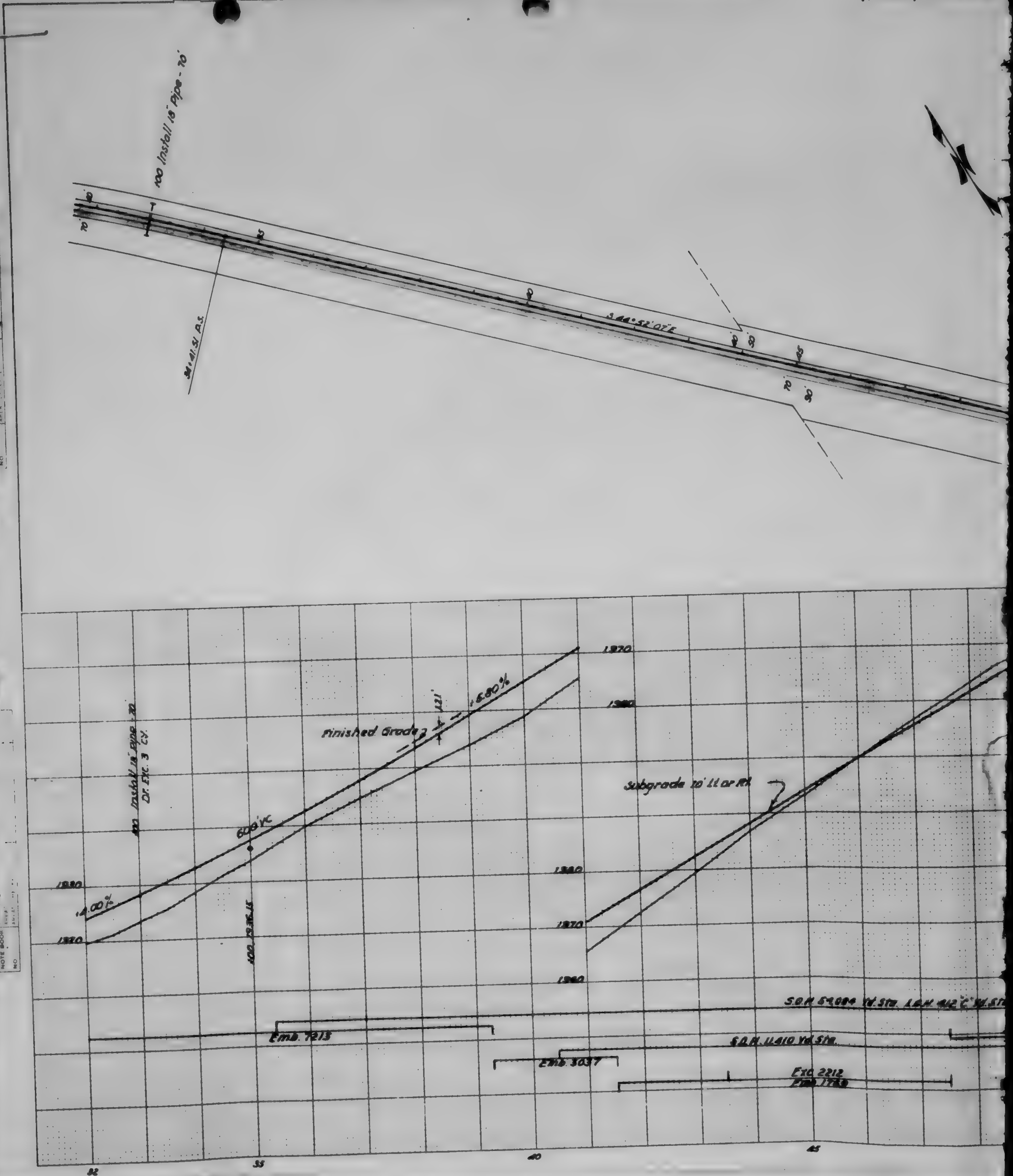
UNIT WESTON-WESTON MT. SECTION
WESTON-ELGIN HWY.
UMATILLA COUNTY

SHEET No 4

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-76(2)		See Index

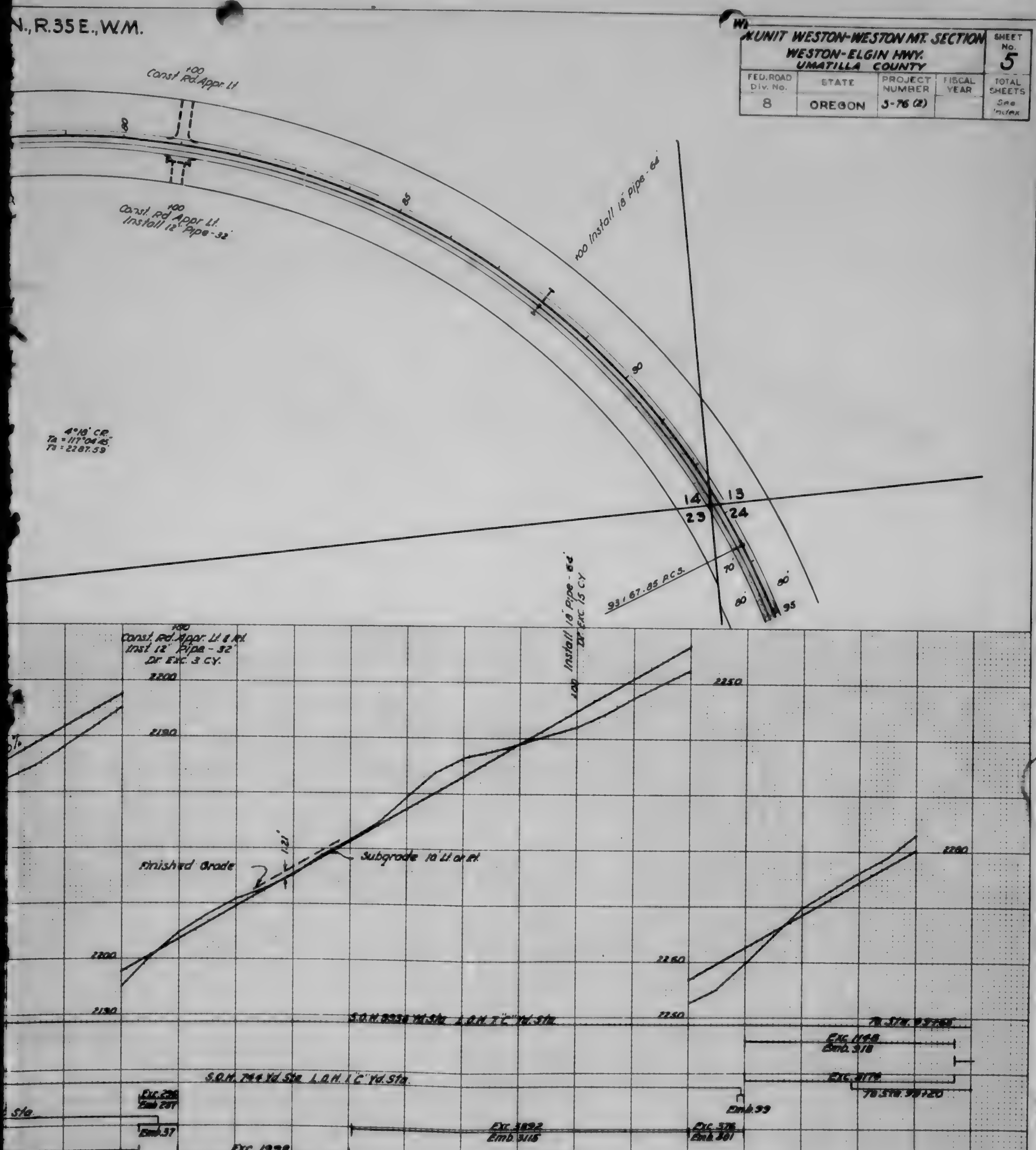


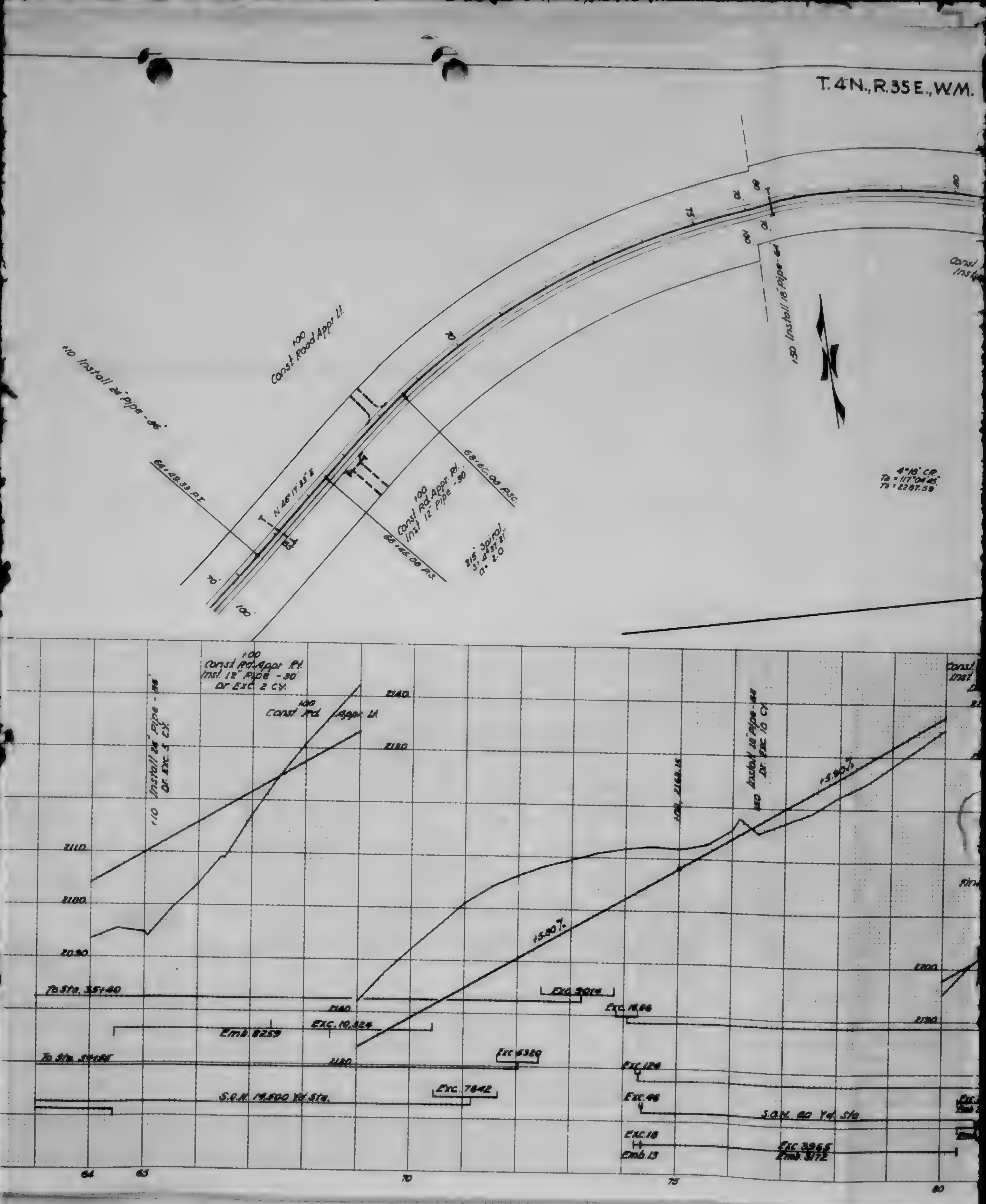
T. 4 N., R. 35 E., W.M



SURVEY
NOTE BOOK
NO

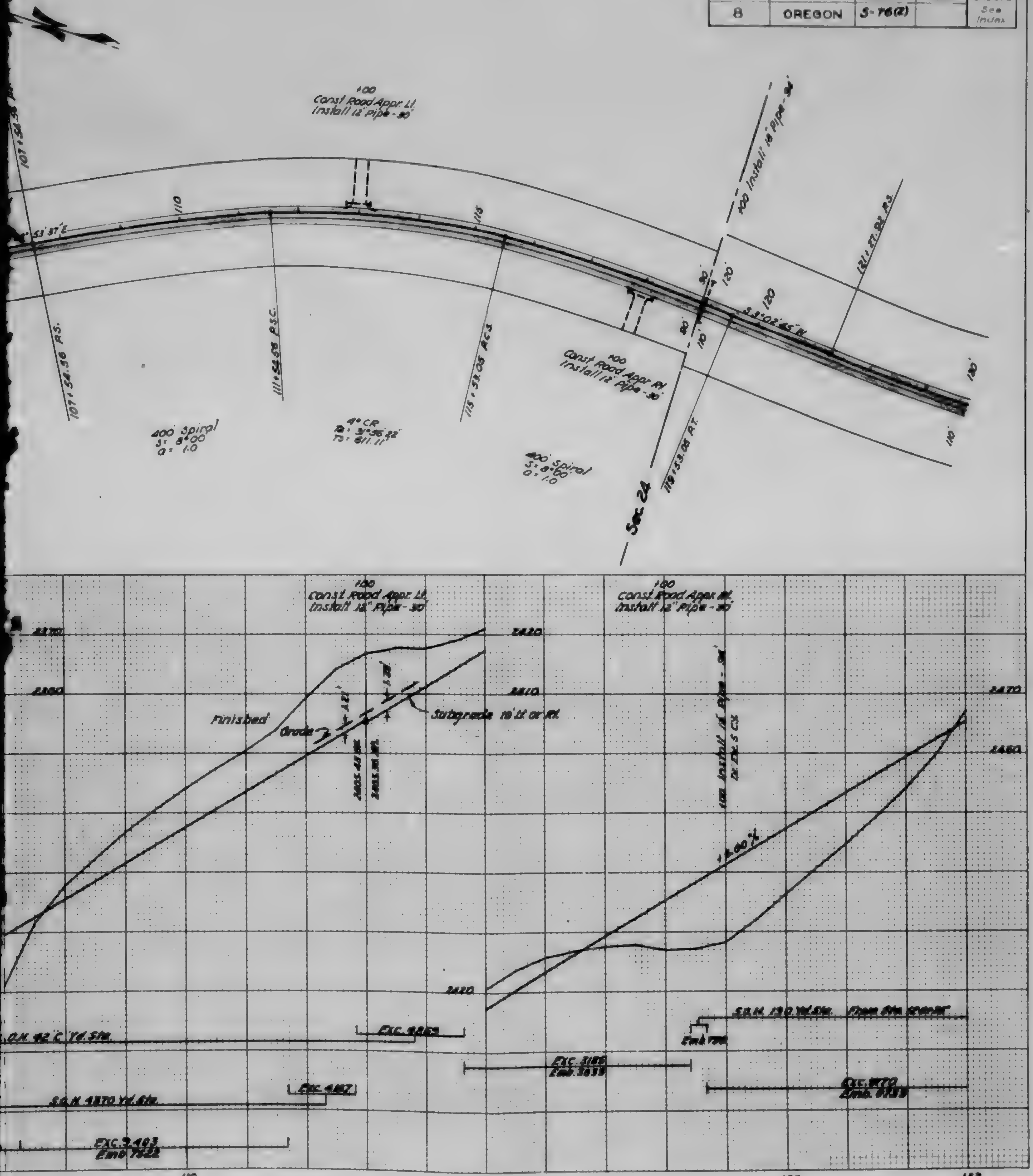
UNIT WESTON-WESTON MT. SECTION WESTON-ELGIN HWY. UMATILLA COUNTY				SHEET No. 5
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-76 (2)		See Index

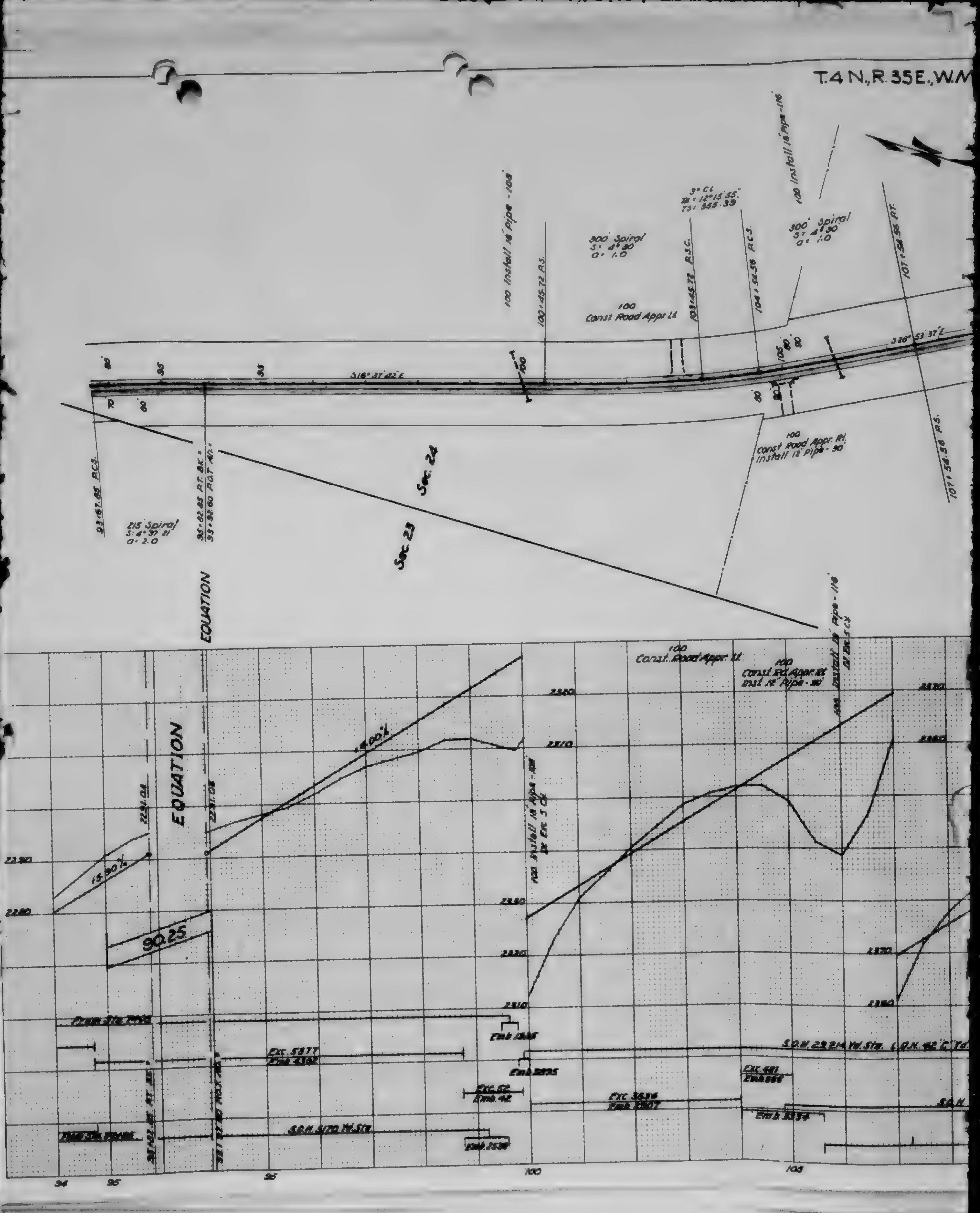



T. 4 N., R. 35 E., W.M.
+10 Install 24" Pipe -86'
+00 Const. Road Appr. Lt.
64+49.33 P.T.
N 46° 17' 35" E
70
75
80
100'
+00 Const. Rd. Appr. Rt. Inst. 12" Pipe -30
68+60.00 P.S.C.
66+45.00 P.S.
215' Spiral
S = 4° 37' 21"
a = 2.0
+50 Install 18" Pipe -64
Const
Inst
4° 18' C.R.
Ta = 117° 04' 45"
Ts = 2287.59
+00 Const. Rd. Appr. Rt. Inst. 12" Pipe -30' Dr. Exc. 2 C.Y.
+00 Const. Rd. Appr. Lt.
+10 Install 24" Pipe -86' Dr. Exc. 5 C.Y.
2140
2130
2110
2100
2090
+5.00%
2160.15
+50 Install 18" Pipe -64 Dr. Exc. 10 C.Y.
+5.90%
2200
2190
To Sta. 35+40
To Sta. 54+55
Emb. 8259
Exc. 10,324
Exc. 3014
Exc. 16.66
Exc. 6320
Exc. 7642
S.O.H. 14,500 Yd. Sta.
Exc. 129
Exc. 46
S.O.H. 60 Yd. Sta.
Exc. 18
Emb. 13
Exc. 3966
Emb. 3172
64
65
70
75
80

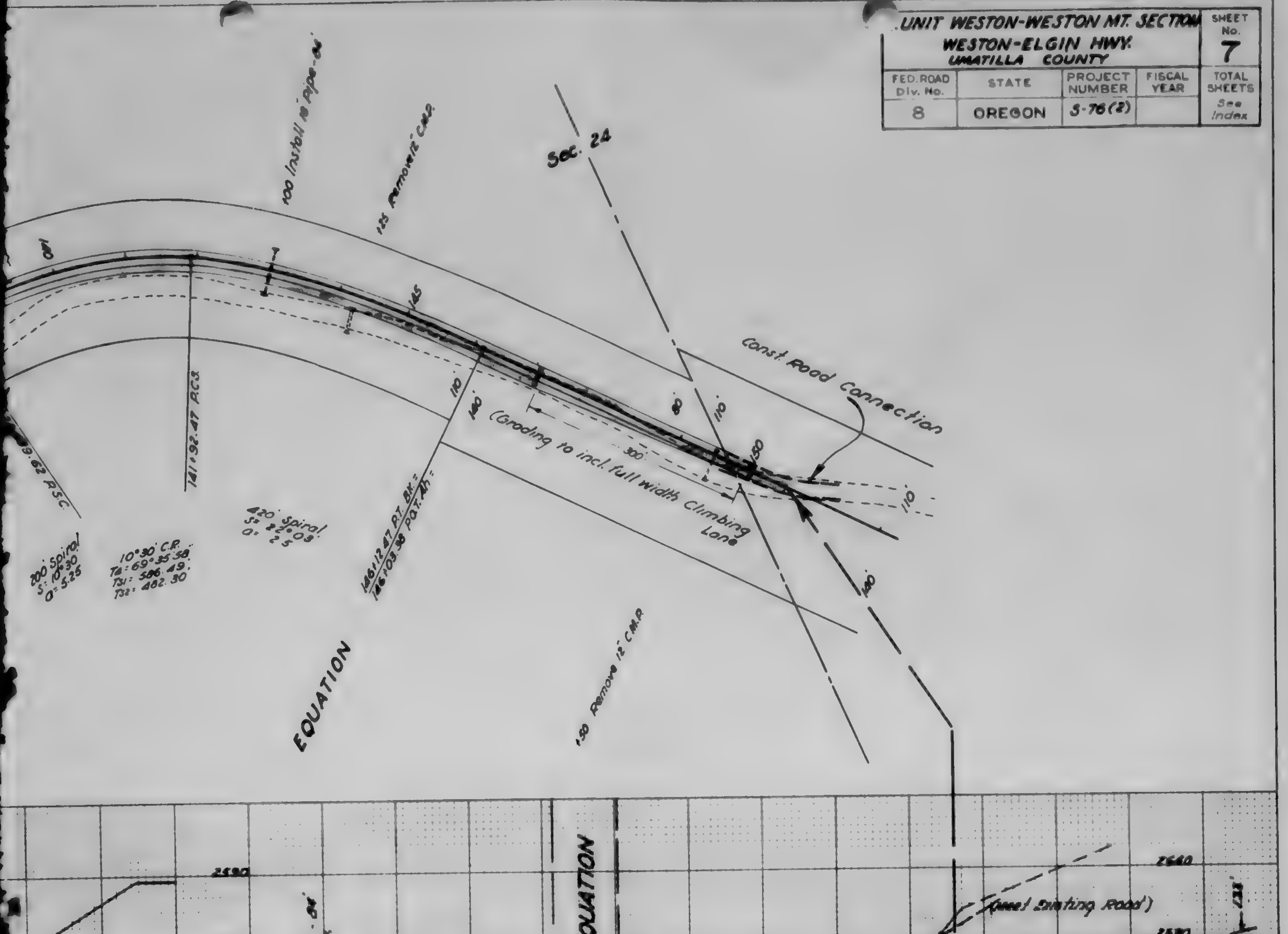
35E., W.M.

WESTON-WESTON MT. SECTION WESTON-ELGIN HWY. UMATILLA COUNTY				SHEET No. 6
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-76(2)		See Index




T.4 N., R.35E., W.M
100 Install 18" Pipe - 108'
100+45.72 R.S.
300' Spiral
S: 4° 30
a: 1.0
3° CL
Ts: 12° 15' 55"
Ts: 355.39
103+45.72 R.S.C.
104+54.56 R.C.S.
100 Install 18" Pipe - 116'
300' Spiral
S: 4° 30
a: 1.0
107+54.56 R.T.
100
Const Road Appr. Lt.
S16° 37' 42" E
S28° 53' 37" E
80
95
95
100
105
80
90
70
80
80
90
100
Const Road Appr. Rt.
Install 12" Pipe - 90'
107+54.56 R.S.
93+67.85 R.C.S.
95+82.85 R.T. Bk. =
93+92.60 R.O.T. Ah.
215' Spiral
S: 4° 37' 21"
a: 2.0
Sec. 24
Sec. 23
EQUATION
EQUATION
100
Const. Road Appr. Lt.
100
Const. Rd. Appr. Rt.
Inst. 12" Pipe - 90'
100 Install 18" Pipe - 116'
Rt. Ex. 5 Ct.
100 Install 18" Pipe - 108'
Rt. Ex. 5 Ct.
2291.04
2291.08
+5.00%
+5.30%
90.25
2290
2280
2320
2310
2330
2320
2310
2380
2380
2370
2360
From Sta. 2+00
Emb. 1336
Exc. 5377
Emb. 4302
Emb. 2825
Exc. 52
Emb. 42
S.O.H. 29,214 Yd. Sta. L.O.H. 42 C. Yd.
Exc. 481
Emb. 866
Exc. 3656
Emb. 2907
Emb. 3334
S.O.H.
S.O.H. 5170 Yd. Sta.
Emb. 2538
95+82.85 R.T. Bk.
93+92.60 R.O.T. Ah.
94
95
95
100
105

UNIT WESTON-WESTON MT. SECTION WESTON-ELGIN HWY. UMATILLA COUNTY				SHEET No. 7
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-76(2)		See Index



July 30, 1952 ~ GxG-60' to 120' lines

Bridge Engineer

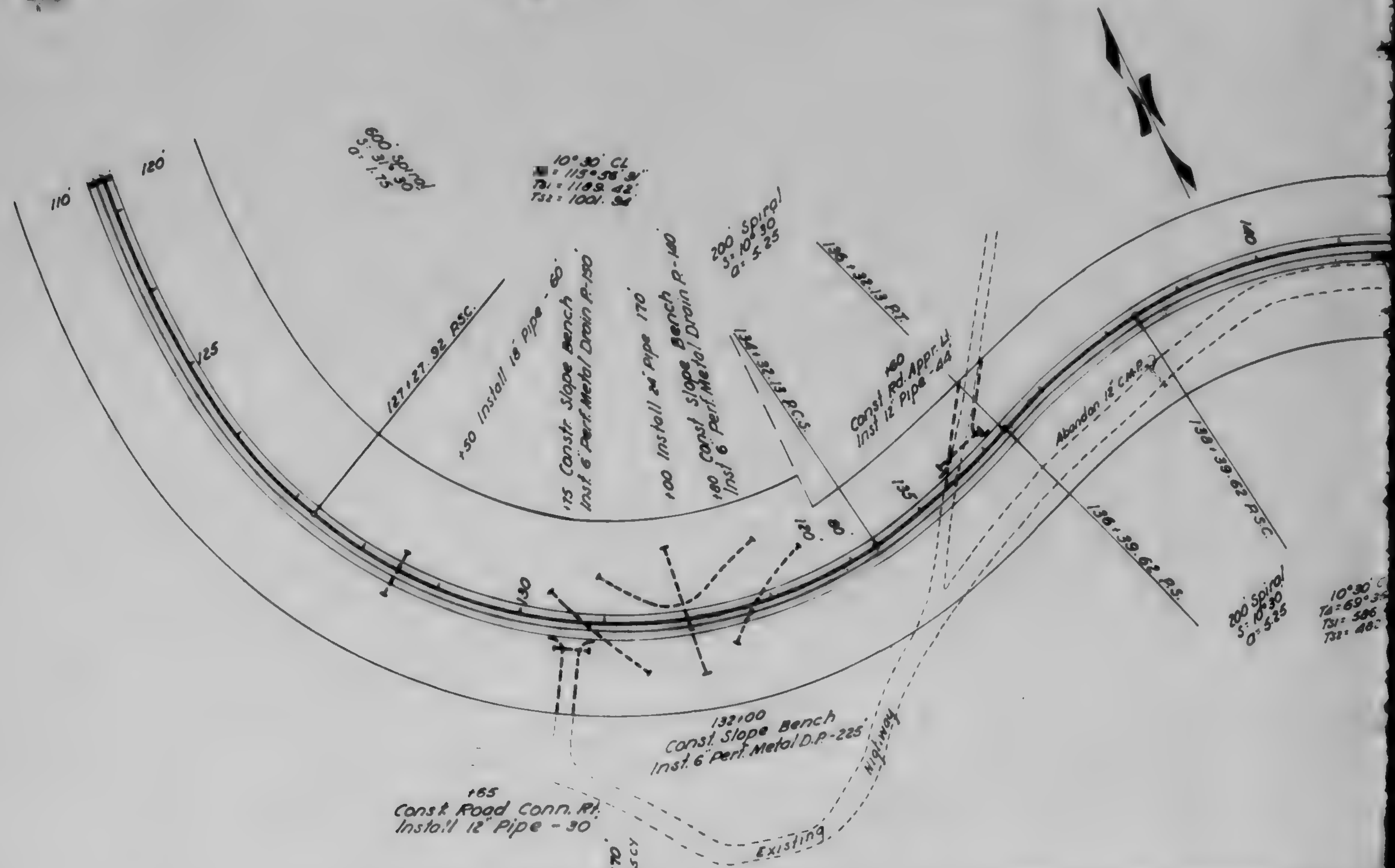
CALC. BK. NO. 222

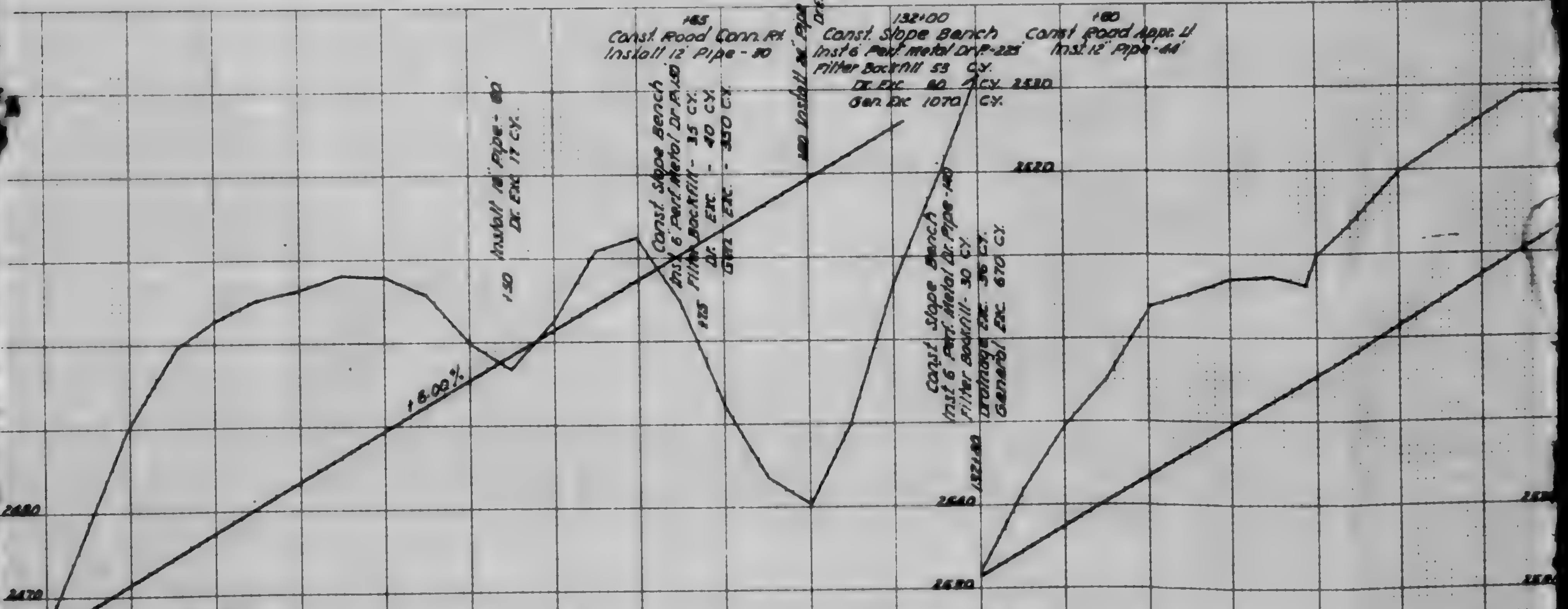
TRACED BY E.H.W.

SHEET 1 OF 1

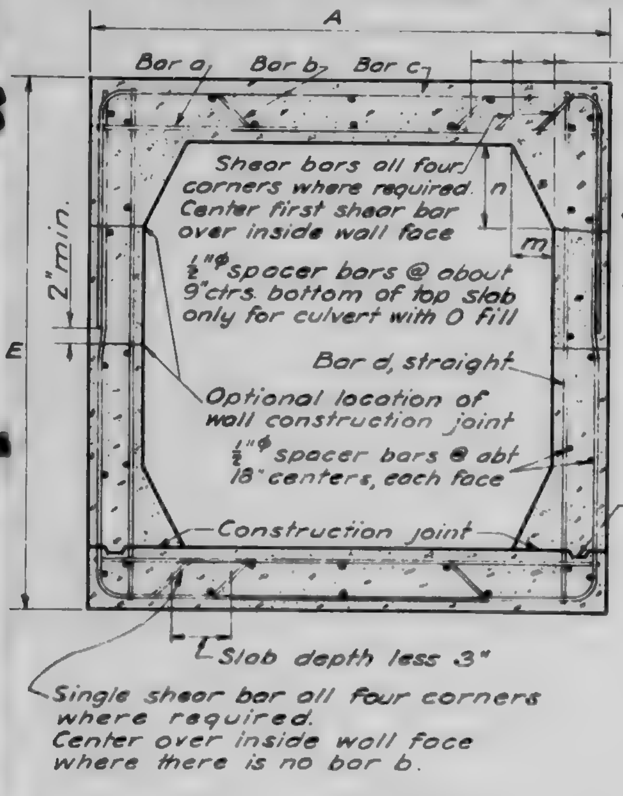
DRAWING NO. 9795

T.4N.,R.35E.,W.M.


110
120
125
130
135
140
600' Spiral
S: 31°30'
θ: 1.75
10°30' CL
= 115°56'31"
Ts1 = 1169.42'
Ts2 = 1001.36'
127+27.92 P.S.C.
+50 Install 18" Pipe - 60
175 Constr. Slope Bench
Inst. 6" Perf. Metal Drain P-150
100 Install 24" Pipe 170
180 Const. Slope Bench
Inst. 6" Perf. Metal Drain P-140
200' Spiral
S: 10°30'
θ: 5.25
136+32.13 P.T.
134+32.13 P.C.S.
+80
Const. Rd. Appr. Lt.
Inst. 12" Pipe - 44
Abandon 18" C.M.P.
138+39.62 P.S.C.
136+39.62 P.S.
200' Spiral
S: 10°30'
θ: 5.25
10°30' C
Ta = 69°3
Ts1 = 586
Ts2 = 480
132+00
Const. Slope Bench
Inst. 6" Perf. Metal D.P.-225
Highway
+65
Const. Road Conn. Rt.
Install 12" Pipe - 30
Existing


+65
Const. Road Conn. Rt.
Install 12" Pipe - 30
180 Install 24" Pipe - 170
Dr. Exc. 5 CY.
132+00
Const. Slope Bench
Inst. 6" Perf. Metal Dr. P.-225
Filter Backfill 53 C.Y.
Dr. Exc. 60 C.Y.
Gen. Exc. 1070 C.Y.
+80
Const. Road Appr. Lt.
Inst. 12" Pipe - 44
2530
2520
150 Install 18" Pipe - 60
Dr. Exc. 17 C.Y.
175 Const. Slope Bench
Inst. 6" Perf. Metal Dr. P.-150
Filter Backfill - 35 C.Y.
Dr. Exc. - 40 C.Y.
Gen. Exc. - 350 C.Y.
Const. Slope Bench
Inst. 6" Perf. Metal Dr. Pipe - 140
Filter Backfill - 30 C.Y.
Drainage Exc. 36 C.Y.
General Exc. 670 C.Y.
+8.00%
132+80
2540
2530
2480
2470
2460
To Sta. 118+55
Exc. 763
Exc. 6707
S.O.H. 8290 Yd. Sta.
Emb. 8292
See Sht. 6
Exc. 11,047
Emb. 12,426
Exc. 5983
Emb. 6638
123
125
130
135
140

SIZE		FILL	QUANTITY		DIMENSIONS				REINFORCING BARS																							
Ft		Ft	Per Lin Ft		Ft & Ins		Ins		a			b		TOP		BOTT			c		TOP		BOTT		b.c	d			Long	Shear			
WIDTH	HGT		CONC Cu Yd	STEEL lbs	A	E	SLAB	WALL	SIZE	SPC	LGTH	SIZE	SPC	LGT	g	LGT	g	k	SIZE	SPC	LGT	g	LGT	g	f	SIZE	SPC	LGTH	No.	SIZE	SPC	No	LGTH
6	4	0	.488	•74.49	7-0	5-2	7	6	3/8	6	6-9	—	—	—	—	—	—	—	3/8	6	8-7	1-1	16-3	4-11	6-9	3/8	9	4-11	•34	—	—	—	—
		2	.531	82.88	7-0	5-4	8	6	5/8	11	6-9	5/8	11	9-9	1-6	16-11	5-1	13	3/8	11	8-7	1-1	16-7	5-1	6-9	3/8	9	5-1	32	—	—	—	—
		10	.445	64.78	7-0	5-0	6	6	1/2	14	6-9	5/8	14	9-8	1-6	16-1	4-9	13	3/8	14	8-7	1-1	15-11	4-9	6-9	3/8	9	4-9	32	—	—	—	—
		20	.542	94.87	7-2	5-3	7½	7	3/4	11½	6-11	1/2	11½	9-5	1-3	16-11	5-0	14	5/8	11½	9-7	1-6	16-7	5-0	6-11	3/8	9	5-0	32	—	—	—	—
		30	.625	106.90	7-3	5-6	9	7½	3/4	10½	7-0	5/8	10½	10-1	1-6	17-7	5-3	14	1/2	10½	9-2	1-3	17-2	5-3	7-0	3/8	9	5-3	32	3/8	12	4	2-1
		40	.727	•130.51	7-5	5-9	10½	8½	3/4	10	7-2	3/4	10	10-5	1-6	18-5	5-6	14	1/2	10	9-10	1-6	17-10	5-6	7-2	3/8	9	5-5	32	3/8	10	4	2-2
		50	.814	•144.19	7-6	6-0	12	9	7/8	10	7-3	3/4	10	10-7	1-6	19-1	5-9	14	1/2	10	9-11	1-6	18-5	5-9	7-3	3/8	9	5-8	32	3/8	8	4	2-4
6	6	0	.571	•81.40	7-0	7-2	7	6	3/4	9	6-9	—	—	—	—	—	—	—	1/2	10	8-11	1-3	20-3	6-11	6-9	3/8	9	6-11	•36	—	—	—	—
		2	.571	83.17	7-0	7-2	7	6	3/4	15	6-9	5/8	15	9-9	1-6	20-7	6-11	14	3/8	15	8-7	1-1	20-3	6-11	6-9	3/8	7	6-11	36	—	—	—	—
		8	.550	83.37	7-0	7-1	6½	6	1/2	11	6-9	1/2	11	9-2	1-9	20-4	6-10	14	1/2	11	8-11	1-3	20-1	6-10	6-9	3/8	9	6-10	36	—	—	—	—
		15	.570	90.56	7-1	7-1	6½	6½	5/8	16	6-10	3/4	16	10-1	1-8	20-5	6-10	14	1/2	16	9-0	1-3	20-2	6-10	6-10	3/8	9	6-10	36	—	—	—	—
		20	.637	105.13	7-2	7-3	7½	7	5/8	15	6-11	3/4	15	10-3	1-8	20-10	7-0	14	5/8	15	9-7	1-6	20-7	7-0	6-11	3/8	9	7-0	36	—	—	—	—
		25	.682	117.10	7-3	7-4	8	7½	7/8	15	7-0	5/8	15	10-0	1-6	21-2	7-1	14	3/4	15	10-0	1-8	[illegible]	7-1	7-0	3/8	9	7-1	36	—	—	—	—
		30	.750	124.56	7-4	7-6	9	8	7/8	16	7-1	3/4	16	10-6	1-8	21-8	7-3	14	3/4	16	10-1	1-8	21-3	7-3	7-1	3/8	9	7-3	36	—	—	—	—
		40	.819	140.45	7-5	7-8	10	8½	7/8	13	7-2	3/4	13	10-8	1-8	22-2	7-5	13	5/8	13	9-10	1-6	21-8	7-5	7-2	3/8	9	7-5	36	3/8	6½	4	2-2
		50	.913	153.42	7-7	7-10	11	9½	3/4	14	7-4	1	14	11-9	2-1	22-8	7-7	13	1/2	14	9-6	1-3	22-2	7-7	7-4	3/8	9	7-7	36	3/8	7	4	2-4
		60	.984	•194.41	7-8	8-0	12	10	1	13	7-5	7/8	13	11-7	1-11	23-3	7-9	13	3/4	13	10-5	1-8	22-7	7-9	7-5	3/8	9	7-9	36	3/8	6½	8	2-5
		80	1.057	•242.24	7-9	8-2	13	10½	1	13	7-6	1	13	12-0	2-1	23-8	7-11	13	5/8	13	10-2	1-6	23-0	7-11	7-6	3/8	9	7-11	36	1/2	6½	8	2-10
		100	1.180	•249.95	7-10	8-6	15	11	1	13	7-7	1	13	12-3	2-1	24-7	8-3	13	5/8	13	10-3	1-6	23-9	8-3	7-7	3/8	9	8-3	36	1/2	6½	8	3-1
		120	1.330	•258.78	8-0	8-10	17	12	1	13	7-9	1	13	12-7	2-1	25-7	8-7	13	5/8	13	10-5	1-6	24-7	8-7	7-9	3/8	9	8-7	36	1/2	6½	8	3-4
6	7	0	.617	•98.05	7-0	8-2	7	6	5/8	6½	6-9	—	—	—	—	—	—	—	1/2	8	8-11	1-3	22-3	7-11	6-9	1/2	9	7-11	•40	—	—	—	—
		10	.574	•97.82	7-0	8-0	6	6	3/8	12	6-9	1/2	12	9-2	1-3	22-1	7-9	1-7	5/8	12	9-5	1-6	21-11	7-9	6-9	1/2	9	7-9	•38	—	—	—	—
		20	.690	•119.17	7-2	8-3	7½	7	3/8	11	6-11	5/8	11	9-11	1-6	22-10	8-0	1-6	5/8	11	9-7	1-6	22-7	8-0	6-11	1/2	9	8-0	•38	—	—	—	—
		30	.734	•153.97	7-2	8-5	8½	7	5/8	11	6-11	5/8	11	10-0	1-6	23-4	8-2	1-5	3/4	11	9-11	1-8	22-11	8-2	6-11	1/2	9	8-2	•38	3/8	11	8	2-0
		40	.778	•161.66	7-2	8-7	9½	7	1/2	10	6-11	3/4	10	10-5	1-8	23-8	8-4	1-4	5/8	10	9-7	1-6	23-3	8-4	6-11	1/2	9	8-4	•38	3/8	10	8	2-2
		50	.800	•182.27	7-2	8-8	10	7	3/4	11	6-11	3/4	11	10-5	1-8	23-11	8-5	1-3	3/4	11	9-11	1-8	23-5	8-5	6-11	1/2	9	8-5	•38	3/8	11	8	2-2
6	9	0	.688	117.39	7-0	10-1	6½	6	5/8	6½	6-9	—	—	—	—	—	—	—	1/2	6½	8-11	1-3	26-1	9-10	6-9	1/2	9	9-10	46	—	—	—	—
		10	.688	122.62	7-0	10-1	6½	6	3/8	7	6-9	—	—	—	—	—	—	—	5/8	6½	9-5	1-6	26-1	9-10	6-9	1/2	9	9-10	42	—	—	—	—
		20	.839	153.12	7-2	10-5	8½	7	3/8	5	6-11	—	—	—	—	—	—	—	5/8	5	9-7	1-6	26-11	10-2	6-11	5/8	12	10-2	42	—	—	—	—
		30	.949	184.04	7-4	10-7	9½	8	1/2	6½	7-1	—	—	—	—	—	—	—	3/4	6	10-1	1-8	27-5	10-4	7-1	5/8	10	10-4	42	—	—	—	—
		40	.994	232.91	7-4	10-9	10½	8	1/2	5	7-1	—	—	—	—	—	—	—	3/4	5	10-1	1-8	27-9	10-6	7-1	5/8	9	10-6	42	1/2	10	8	2-7
		50	1.039	244.21	7-4	10-11	11½	8	5/8	6½	7-1	—	—	—	—	—	—	—	3/4	5	10-1	1-8	28-1	10-8	7-1	5/8	7	10-8	42	1/2	13	8	2-8



Shear bars all four corners where required. Center first shear bar over inside wall face

½"φ spacer bars @ about 9" ctrs. bottom of top slab only for culvert with 0 fill

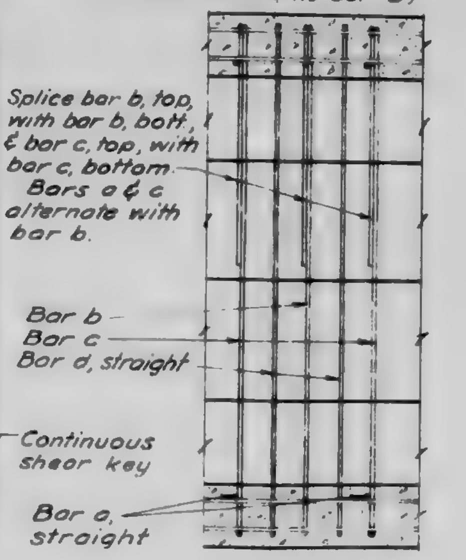
Optional location of wall construction joint

½"φ spacer bars @ abt 18" centers, each face

Single shear bar all four corners where required. Center over inside wall face where there is no bar b.

TYPICAL SECTION

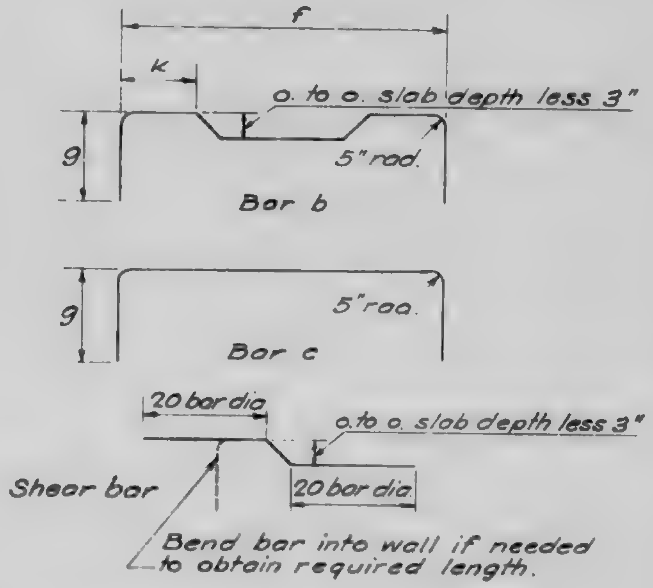
Equal spacing of shear bars (Spacing equals slab depth less 3" where there is no bar b)



Splice bar b, top, with bar b, bott, & bar c, top, with bar c, bottom. Bars a & c alternate with bar b.

Continuous shear key

LONGIT. SECTION



Bend bar into wall if needed to obtain required length.

REINFORCING BARS

Inside Box Height	m	n
2'-0"	0'-4"	0'-4"
3'-0"	0'-6"	1'-0"
4'-0"	0'-6"	1'-0"
5'-0"	0'-6"	1'-0"
6'-0"	0'-6"	1'-3"
7'-0"	0'-6"	1'-6"
8'-0"	0'-6"	1'-9"
9'-0"	0'-6"	2'-0"

FILLETS

Note: Taper fillets to 0 at ends of barrel on bottom slab only. Taper 18" long

GENERAL NOTES:

All concrete shall be class "A" mix and shall attain a breaking strength of 3300#/sq. in. at the end of 28 days.
All exposed corners shall have ¾" bevel.
All reinforcing steel shall be intermediate grade, fs = 20,000 #/sq. in, shall conform to ASTM Specifications A 305-49, and shall be placed 1½" clear from nearest face of concrete unless noted or shown otherwise
Barrel shall be built with a downstream slope of not less than ⅛" per foot of length.
All materials and workmanship shall conform to the specifications for bridges of the OREGON STATE HIGHWAY COMMISSION

Note: All bars are round unless shown otherwise.

Approved:
Bridge Engineer

• Number of longit. bars and pounds of steel under "Quanity" revised 16 Oct 1953
VISED 12-18-52 ADDED 40' & 50' FILLS 6'x 4'
Revised July 30, 1952 ~ 6x6-60' to 120' fills

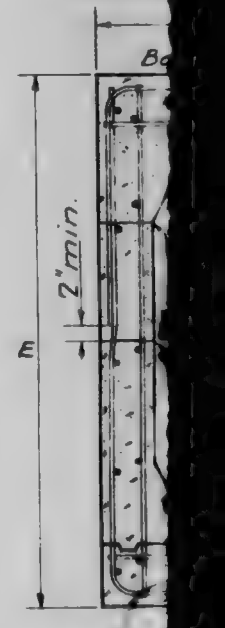
OREGON
STATE HIGHWAY COMMISSION

STANDARD BOX CULVERTS
2' X 2' TO 6' X 9'

JANUARY 23, 1951 DRAWN BY E.H.S. SHEET 1 OF 1
CALC. BK. NO. 222 TRACED BY E.H.W. DRAWING NO. 9795

SIZE Ft		FILL Ft	QUANTITY Per Lin Ft		DIMENSIONS Ft & Ins		Ins		REINFORCING BARS a			b							c						b,c	d			Long	Shear			
														TOP		BOTT					TOP		BOTT										
WIDTH	HGT		CONC Cu Yd	STEEL Lbs	A	E	SLAB	WALL	SIZE	SPC	LGTH	SIZE	SPC	LGT	g	LGT	g	K	SIZE	SPC	LGT	g	LGT	g	f	SIZE	SPC	LGTH	NO	SIZE	SPC	NO	LGTH
2	2	0	193	•24.44	3-0	3-0	6	6	3/8	5	2-9								3/8	10	4-7	1-1	7-11	2-9	2-9	3/8	10	2-9	•17				
		25	193	•24.06	3-0	3-0	6	6	3/8	17	2-9	3/8	17	4-10	1-1	8-1	2-9	7	3/8	17	4-7	1-1	7-11	2-9	2-9	3/8	10	2-9	•20				
		50	.193	•31.38	3-0	3-0	6	6	3/8	9	2-9	3/8	9	4-10	1-1	8-1	2-9	7	3/8	9	4-7	1-1	7-11	2-9	2-9	3/8	10	2-9	•20				
		75	193	•39.67	3-0	3-0	6	6	1/2	10	2-9	1/2	10	5-2	1-3	8-1	2-9	7	3/8	10	4-7	1-1	7-11	2-9	2-9	3/8	10	2-9	•20	3/8	10	4	1-9
2	3	0	259	•26.25	3-0	4-0	6	6	3/8	5	2-9								3/8	10	4-7	1-1	9-11	3-9	2-9	3/8	10	3-9	•17				
		25	259	•24.74	3-0	4-0	6	6	3/8	10	2-9								3/8	8	4-7	1-1	9-11	3-9	2-9	3/8	10	3-9	•16				
		50	259	•34.33	3-0	4-0	6	6	3/8	12	2-9	3/8	12	4-10	1-1	10-1	3-9	8	1/2	12	4-11	1-3	9-11	3-9	2-9	3/8	10	3-9	•20				
		75	259	•43.17	3-0	4-0	6	6	1/2	8	2-9	3/8	8	4-10	1-1	10-1	3-9	8	3/8	8	4-7	1-1	9-11	3-9	2-9	3/8	8	3-9	•20	3/8	8	4	1-9
3	2	0	230	•33.40	4-0	3-0	6	6	1/2	6	3-9								3/8	9	5-7	1-1	8-11	2-9	3-9	3/8	9	2-9	•20				
3	3	0	296	•36.75	4-0	4-0	6	6	1/2	6	3-9								3/8	9	5-7	1-1	10-11	3-9	3-9	3/8	9	3-9	•22				
		25	.296	•36.01	4-0	4-0	6	6	1/2	13	3-9	3/8	13	5-10	1-1	11-1	3-9	9	3/8	13	5-7	1-1	10-11	3-9	3-9	3/8	9	3-9	•24				
		50	309	•55.53	4-0	4-1	6½	6	1/2	11	3-9	5/8	11	6-8	1-6	11-4	3-10	9	3/8	11	5-7	1-1	11-1	3-10	3-9	3/8	9	3-10	•24	3/8	11	4	1-9
		60	.346	•62.00	4-1	4-3	7½	6½	5/8	12	3-10	5/8	12	6-10	1-6	11-9	4-0	9	1/2	12	6-0	1-3	11-6	4-0	3-10	3/8	9	4-0	•24	3/8	12	4	1-11
		75	372	•67.22	4-2	4-4	8	7	5/8	9	3-11	1/2	9	6-5	1-3	12-1	4-1	9	1/2	9	6-1	1-3	11-9	4-1	3-11	3/8	9	4-1	•24	3/8	9	4	1-11
		100	.412	•84.16	4-3	4-6	9	7½	3/4	11	4-0	5/8	11	7-1	1-6	12-6	4-3	9	5/8	11	6-8	1-6	12-2	4-3	4-0	3/8	9	4-3	•24	1/2	11	4	2-5
3	4	0	.333	•40.09	4-0	5-0	6	6	1/2	6	3-9								3/8	9	5-7	1-1	12-11	4-9	3-9	3/8	9	4-9	•24				
		25	333	•41.21	4-0	5-0	6	6	1/2	12	3-9	3/8	12	5-10	1-1	13-1	4-9	9	3/8	12	5-7	1-1	12-11	4-9	3-9	3/8	9	4-9	•26				
		50	.361	•67.05	4-1	5-1	6½	6½	1/2	9	3-10	1/2	9	6-3	1-3	13-4	4-10	9	1/2	9	6-0	1-3	13-2	4-10	3-10	3/8	9	4-10	•26	3/8	9	4	1-9
		60	.390	•68.82	4-2	5-2	7	7	1/2	13	3-11	5/8	13	6-11	1-6	13-9	4-11	10	5/8	13	6-7	1-6	13-5	4-11	3-11	3/8	9	4-11	•26	3/8	13	4	1-10
		75	.419	•74.99	4-3	5-3	7½	7½	1/2	10	4-0	5/8	10	7-0	1-6	13-11	5-0	10	1/2	10	6-2	1-3	13-8	5-0	4-0	3/8	8	5-0	•26	3/8	10	4	1-11
		100	.449	•96.54	4-4	5-4	8	8	5/8	10	4-1	5/8	10	7-1	1-6	14-3	5-1	11	5/8	10	6-9	1-6	13-11	5-1	4-1	3/8	5	5-1	•26	1/2	10	4	2-3
3	5	0	.370	•44.77	4-0	6-0	6	6	1/2	6	3-9								3/8	9	5-7	1-1	14-11	5-9	3-9	3/8	9	5-9	•28				
		10	.370	•40.11	4-0	6-0	6	6	3/8	9	3-9								3/8	7	5-7	1-1	14-11	5-9	3-9	3/8	9	5-9	•26				
		25	.370	•60.57	4-0	6-0	6	6	1/2	12	3-9	1/2	12	6-2	1-3	15-1	5-9	9	1/2	12	5-11	1-3	14-11	5-9	3-9	3/8	7	5-9	•30				
4	2	0	.267	•43.69	5-0	3-0	6	6	1/2	4½	4-9								3/8	8	6-7	1-1	9-11	2-9	4-9	3/8	9	2-9	•22				
		10	267	•34.92	5-0	3-0	6	6	3/8	12	4-9	3/8	12	6-10	1-1	10-1	2-9	10	3/8	12	6-7	1-1	9-11	2-9	4-9	3/8	9	2-9	•24				
4	3	0	.349	•45.63	5-0	4-1	6½	6	1/2	5	4-9								3/8	8	6-7	1-1	12-1	3-10	4-9	3/8	9	3-10	•24				
		10	.333	•38.77	5-0	4-0	6	6	3/8	12	4-9	3/8	12	6-10	1-1	12-1	3-9	10	3/8	12	6-7	1-1	11-11	3-9	4-9	3/8	9	3-9	•26				
4	4	0	.388	•50.86	5-0	5-1	6½	6	5/8	7	4-9								3/8	8	6-7	1-1	14-1	4-10	4-9	3/8	9	4-10	•26				
		2	370	•53.79	5-0	5-0	6	6	5/8	7	4-9								3/8	6	6-7	1-1	13-11	4-9	4-9	3/8	8	4-9	•24				
		8	.370	•43.69	5-0	5-0	6	6	1/2	13	4-9	3/8	13	6-10	1-1	14-1	4-9	9	3/8	13	6-7	1-1	13-11	4-9	4-9	3/8	9	1-9	•28				
		15	370	•46.99	5-0	5-0	6	6	3/8	13	4-9	1/2	13	7-2	1-3	14-1	4-9	9	3/8	13	6-7	1-1	13-11	4-9	4-9	3/8	9	4-9	•28				
		20	370	•54.28	5-0	5-0	6	6	1/2	11	4-9	1/2	11	7-2	1-3	14-1	4-9	9	3/8	11	6-7	1-1	13-11	4-9	4-9	3/8	9	4-9	•28				
		25	388	•57.75	5-0	5-1	6½	6	1/2	13	4-9	5/8	13	7-8	1-6	14-4	4-10	9	3/8	13	6-7	1-1	14-1	4-10	4-9	3/8	9	4-10	•28				
		30	.401	•64.20	5-0	5-2	7	6	5/8	14	4-9	5/8	14	7-9	1-6	14-7	4-11	9	1/2	14	6-11	1-3	14-3	4-11	4-9	3/8	9	4-11	•28				
		35	417	•71.43	5-1	5-2	7	6½	5/8	12	4-10	5/8	12	7-10	1-6	14-8	4-11	9	1/2	12	7-0	1-3	14-4	4-11	4-10	3/8	9	4-11	•28				
		40	433	•82.69	5-1	5-3	7½	6½	3/4	13	4-10	5/8	13	7-10	1-6	14-9	5-0	9	5/8	13	7-6	1-6	14-6	5-0	4-10	3/8	9	5-0	•28	3/8	13	4	1-11
		50	481	•86.40	5-3	5-4	8	7½	5/8	10	5-0	5/8	10	8-0	1-6	15-2	5-1	10	1/2	10	7-2	1-3	14-10	5-1	5-0	3/8	9	5-1	•28	3/8	10	4	1-11
		60	.531	•88.10	5-4	5-6	9	8	5/8	10	5-1	5/8	10	8-1	1-6	15-7	5-3	10	1/2	10	7-3	1-3	15-3	5-3	5-1	3/8	9	5-3	•28	3/8	10	4	2-1
		70	.547	•101.16	5-4	5-7	9½	8	7/8	17	5-1	7/8	17	9-1	1-11	15-10	5-4	10	5/8	17	7-9	1-6	15-5	5-4	5-1	3/8	9	5-4	•28	1/2	8½	4	2-6
4	5	0	407	•54.14	5-0	6-0	6	6	5/8	7	4-9								3/8	8	6-7	1-1	15-11	5-9	4-9	3/8	9	5-9	•28				
		20	407	•56.77	5-0	6-0	6	6	3/8	8	4-9	3/8	8	6-10	1-1	16-1	5-9	12	3/8	8	6-7	1-1	15-11	5-9	4-9	3/8	9	5-9	•30				
		30	.442	•73.02	5-1	6-1	6½	6½	1/2	12	4-10	5/8	12	7-9	1-6	16-5	5-10	12	1/2	12	7-0	1-3	16-2	5-10	4-10	3/8	9	5-10	•30				
		40	476	•88.92	5-2	6-2	7	7	3/4	18	4-11	3/4	18	8-3	1-8	16-9	5-11	12	3/4	18	7-11	1-8	16-5	5-11	4-11	3/8	9	5-11	•30	3/8	9	4	1-10
		50	547	•97.65	5-4	6-4	8	8	5/8	11	5-1	5/8	11	8-1	1-6	17-2	6-1	13	5/8	11	7-9	1-6	16-11	6-1	5-1	3/8	9	6-1	•30	3/8	11	4	1-11
		60	547	•102.47	5-4	6-4	8	8	5/8	15	5-1	7/8	15	8-11	1-11	17-2	6-1	13	5/8	15	7-9	1-6	16-11	6-1	5-1	3/8	9	6-1	•30	3/8	7½	4	1-11
		70	584	•111.79	5-5	6-5	8½	8½	3/4	16	5-2	7/8	16	9-1	1-11	17-7	6-2	13	3/4	16	8-2	1-8	17-2	6-2	5-2	3/8	9	6-2	•30	3/8	8	4	2-0
4	6	30	529	•91.85	5-2	7-2	7	7	1/2	11	4-11	5/8	11	•7-10	1-6	18-9	6-11	14	1/2	11	7-1	1-3	18-5	6-11	4-11	3/8	9	6-11	•34	3/8	11	8	1-10
		50	606	•118.99	5-4	7-4	8	8	3/4	12	5-1	5/8	12	8-1	1-6	19-3	7-1	14	5/8	12	7-9	1-6	18-11	7-1	5-1	1/2	6	7-1	•34	3/8	12	8	1-11
		60	645	•142.59	5-5	7-5	8½	8½	5/8	12	5-2	3/4	12	8-7	1-8	19-7	7-2	14	5/8	12	7-10	1-6	19-2	7-2	5-2	5/8	5½	7-2	•34	3/8	12	8	2-0
5	3	0	389	•58.49	6-0	4-1	6½	6	5/8	6½	5-9								3/8	7	7-7	1-1	13-1	3-10	5-9	3/8	8	3-10	•29				
		10	.370	•55.81	6-0	4-0	6	6	1/2	11	5-9	1/2	11	8-2	1-3	13-1	3-9	13	3/8	11	7-7	1-1	12-11	3-9	5-9	3/8	7	3-9	•28				
5	5	0	463	68.49	6-0	6-1	6½	6	5/8	6½	5-9								3/8	6½	7-7	1-1	17-1	5-10	5-9	3/8	9	5-10	35				
		2	.463	•73.69	6-0	6-1	6½	6	5/8	6½	5-9								1/2	8½	7-11	1-3	17-1	5-10	5-9	3/8	8	5-10	•32				
		8	444	65.31	6-0	6-0	6	6	1/2	11	5-9	1/2	11	8-2	1-3	17-1	5-9	12	3/8	11	7-7	1-1	16-11	5-9	5-9	3/8	9	5-9	34				
		15	444	73.36	6-0	6-0	6	6	1/2	11	5-9	1/2	11	8-2	1-3	17-1	5-9	12	1/2	11	7-11	1-3	16-11	5-9	5-9	3/8	9	5-9	34				
		20	.463	83.73	6-0	6-1	6½	6	5/8	17	5-9	3/4	17	9-0	1-8	17-4	5-10	12	5/8	17	8-5	1-6	17-1	5-10	5-9	3/8	9	5-10	34				
		25	501	90.48	6-1	6-2	7	6½	3/4	12	5-10	1/2	12	8-4	1-3	17-8	5-11	12	5/8	12	8-6	1-6	17-4	5-11	5-10	3/8	9	5-11	34				
		30	539	97.63	6-2	6-3	7½	7	5/8	11	5-11	5/8	11	8-11	1-6	17-10	6-0	12	1/2	11	8-1	1-3	17-7	6-0	5-11	3/8	9	6-0	34	3/8	11	8	1-11
		35	.577	105.59	6-3	6-4	8	7½	5/8	10	6-0	5/8	10	9-0	1-6	18-2	6-1	12	1/2	10	8-2	1-3	17-10	6-1	6-0	3/8	9	6-1	34	3/8	10	8	1-11
		40	596	•120.22	6-3	6-5	8½	7½	7/8	17	6-0	3/4	17	9-5	1-8	18-5	6-2	12	7/8	17	9-6	1-11	18-0	6-2	6-0	3/8	9	6-2	34	3/8	8½	4	2-0
		50	655	127.88	6-4	6-7	9½	8	7/8	12	6-1	5/8	12	9-3	1-6	18-11	6-4	12	3/4	12	9-1	1-8	18-5	6-4	6-1	3/8	9	6-4	34	3/8	12	4	2-2
		60	675	151.45	6-4	6-8	10	8	5/8	11½	6-1	7/8	11½	10-1	1-11	19-1	6-5	14	5/8	11½	8-9	1-6	18-7	6-5	6-1	3/8	6	6-5	34	1/2	11½	8	2-6
		70	694	161.09	6-4	6-9	10½	8	5/8	12	6-1	7/8	12	10-2	1-11	19-4	6-6	14	3/4	12	9-1	1-8	18-9	6-6	6-1	3/8	6	6-6	34	1/2	12	8	2-7
		80	.714	174.42	6-4	6-10	11	8	5/8	12	6-1	7/8	12	10-2	1-11	19-6	6-7	13	3/4	12	9-1	1-8	18-11	6-7	6-1	3/8	6	6-7	34	5/8	12	8	3-2
5	7	0	.556	80.45	6-0	8-1	6½	6	5/8	7½	5-9								1/2	8½	7-11	1-3	21-1	7-10	5-9	3/8	9	7-10	39				
		2	556	77.32	6-0	8-1	6½	6	3/4	13	5-9	1/2	13	8-2	1-3	21-4	7-10	16	3/8	13	7-7	1-1	21-1	7-10	5-9	3/8	9	7-10	38				
		8	537	76.06	6-0	8-0	6	6	1/2	13	5-9	1/2	13	8-2	1-3	21-1	7-9	16	1/2	13	7-11	1-3	20-11	7-9	5-9	3/8	9	7-9	38				
		15	537	91.50	6-0	8-0	6	6	3/8	12	5-9	1/2	12	8-2	1-3	21-1	7-9	16	5/8	12	8-5	1-6	20-11	7-9	5-9	3/8	6	7-9	38				
		40	759	149.51	6-5	8-5	8½	8½	1/2	14	6-2	7/8	14	10-1	1-11	22-7	8-2	16	5/8	14	8-10	1-6	22-2	8-2	6-2	1/2	6	8-2	38	3/8	7	8	2-0
5½	6½	0	588	•92.07	6-6	7-9	7½	6	3/4	12	6-3	1/2	12	8-9	1-3	21-2	7-6	15	1/2	12	8-5	1-3	20-11	7-6	6-3	3/8	7	7-6	•36				
6	3	0	451	•71.76	7-0	4-2	7	6	5/8	6	6-9								3/8	6	8-7	1-1	14-3	3-11	6-9	3/8	7	3-11	•32				
		2	451	•75.55	7-0	4-2	7	6	3/4	16	6-9	5/8	16	9-9	1-6	14-7	3-11	14	1/2	16	8-11	1-3	14-3	3-11	6-9	1/2	6½	3-11	•30				
		10	408	•70.20	7-0	4-0	6	6	1/2	15	6-9	5/8	15	9-8	1-6	14-1	3-9	14	1/2	15	8-11	1-3	13-11	3-9	6-9	1/2	5½	3-9	•30				

SIZ	
WIDTH	HGT
6	4
6	6
6	7
6	9



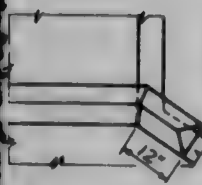
Single
where
Center
where

GENERA
All concr
strength
All expos
All reinfo
#/sq. in, S
and shall
concrete
Barrel sh
not less
All mate
the spec
STATE H

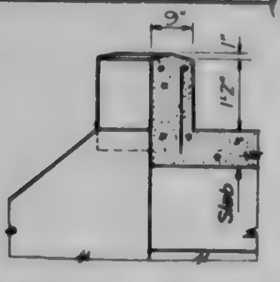
Note: A

• Number of long
steel under "Q

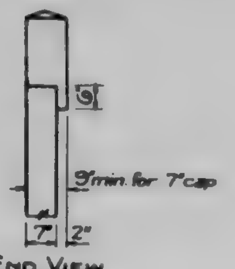
REVISED 12-18-53
Revised July



PLAN



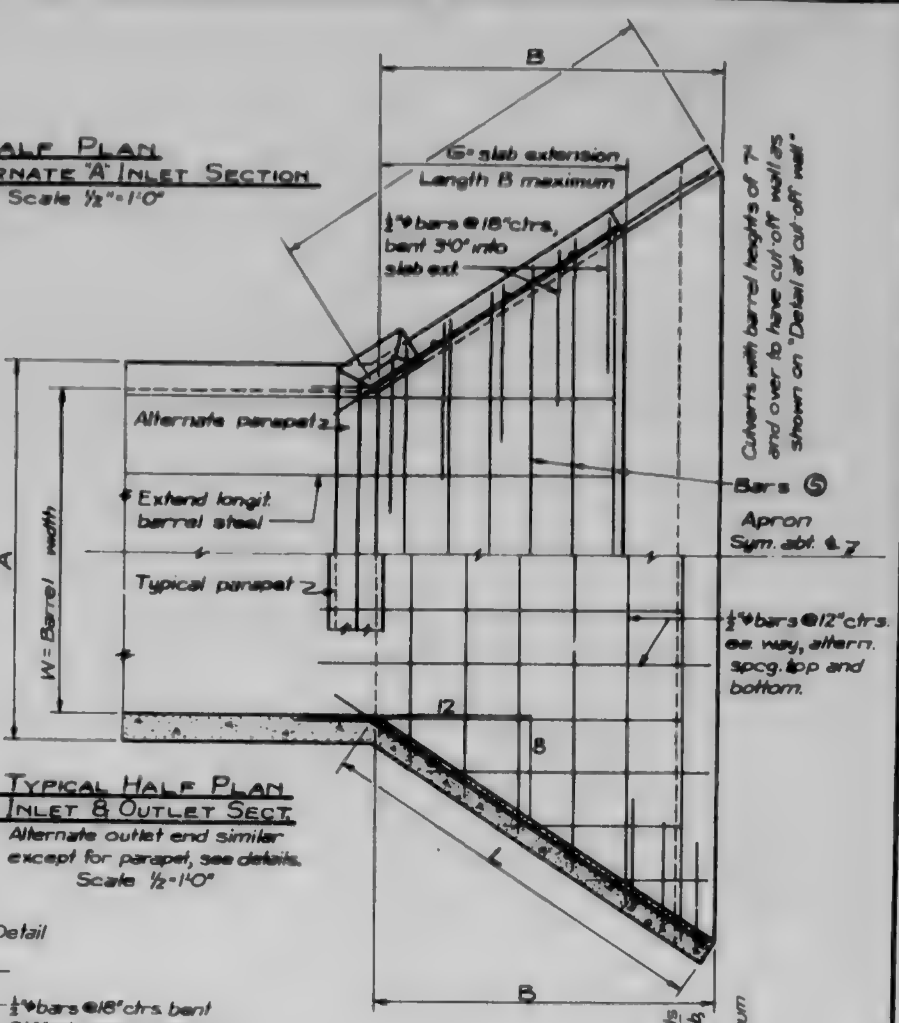
SECTION AT OUTLET END
Inlet end similar except for slab extension.



END VIEW

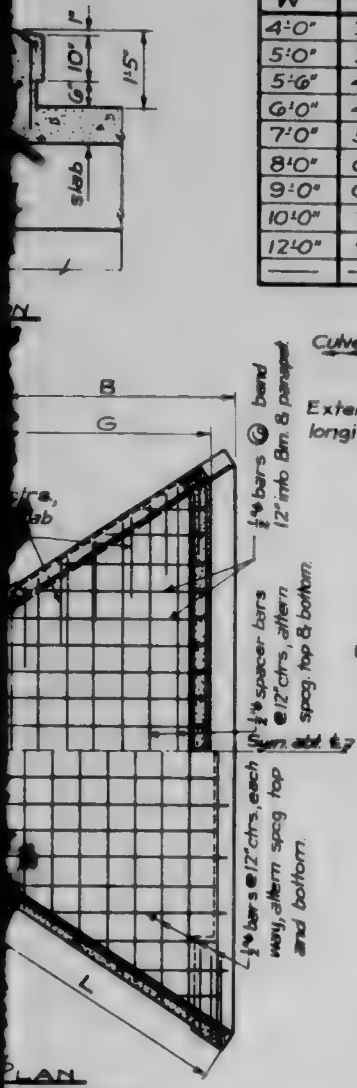
ALTERNATE PARAPET DETAILS
Scale ½"=1'0"

Length W	Length G	Barrel height	Reinforcing Bars Bars ⑤ transv.	 Bars ⑥ longit.
4'-0"	3'-0"	For barrel heights, see Standard Dwgs. No. 9795 and 9796.	½"ϕ @ 16" ctrs.	——
5'-0"	3'-9"		½"ϕ @ 9" ctrs.	——
5'-6"	4'-1½"		⅝"ϕ @ 9" ctrs	——
6'-0"	4'-6"		¾"ϕ @ 9" ctrs.	——
7'-0"	5'-3"		¾"ϕ @ 6" ctrs	——
8'-0"	6'-0"		⅞"ϕ @ 12" ctrs.	——
9'-0"	6'-9"		1"ϕ @ 10" ctrs.	——
10'-0"	7'-6"		——	½"ϕ @ 17" ctrs.
12'-0"	9'-0"		——	½"ϕ @ 12" ctrs.
——	——		——	——

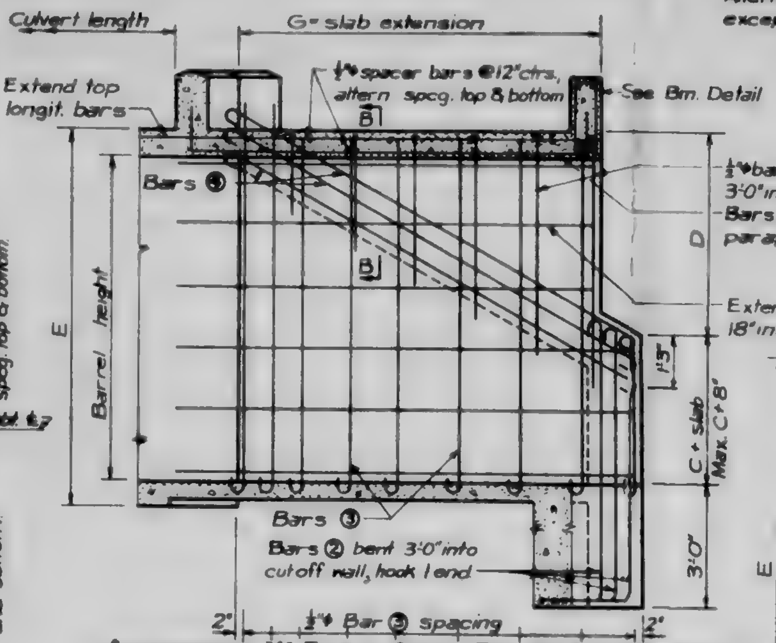

B
G= slab extension
Length B maximum
½"ϕ bars @18"ctrs, bent 3'0" into slab ext.
Culverts with barrel heights of 7' and over to have cut-off wall as shown on "Detail at cut-off wall"
Alternate parapet
Bars ⑤
Extend longit. barrel steel
Apron Sym. abt. ℄
A
W= Barrel width
Typical parapet
½"ϕ bars @12"ctrs. ea. way, altern. spcg. top and bottom.
12
B
L
B

HALF PLAN
ALTERNATE "A" INLET SECTION
Scale ½"=1'0"

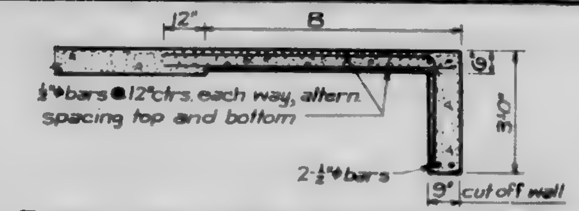
TYPICAL HALF PLAN
INLET & OUTLET SECT.
Alternate outlet end similar except for parapet, see details.
Scale ½"=1'0"


1'
10"
1'5"
6"
slab
B
G
Bars ⑥ bend 12" into Bm. & parapet
½"ϕ bars
ctrs.
slab
½"ϕ spacer bars @12"ctrs, altern. spcg. top & bottom
Sym. abt. ℄
½"ϕ bars @12"ctrs. each way, altern. spcg. top and bottom
L

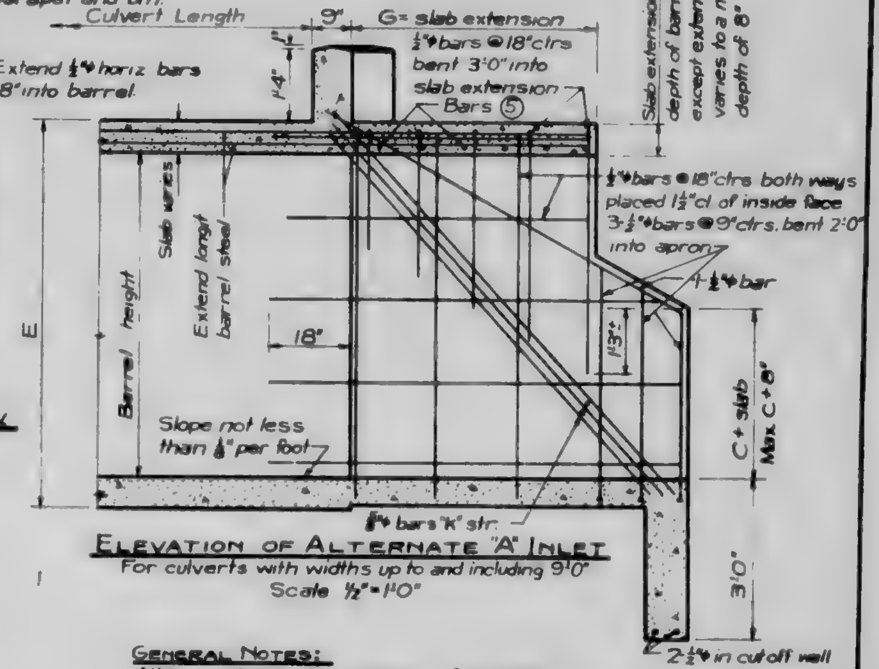
PLAN
' wide culverts
Scale ¼"=1'0"


Culvert length
G= slab extension
Extend top longit. bars
½"ϕ spacer bars @12"ctrs, altern spcg. top & bottom
See Bm. Detail
B
Bars ⑤
½"ϕ bars @18"ctrs bent 3'0" into slab extension.
Bars ⑥ bent 12" into parapet and bm.
D
E
Barrel height
Extend ½"ϕ horiz bars 18" into barrel.
1'5"
C + slab Max. C+8"
Bars ③
Bars ② bent 3'0" into cutoff wall, hook 1 end
3'0"
2"
½"ϕ Bar ③ spacing
2"

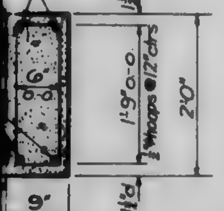
ALTERNATE "A" ELEV. - INLET FOR 10' & 12' WIDE CULV.



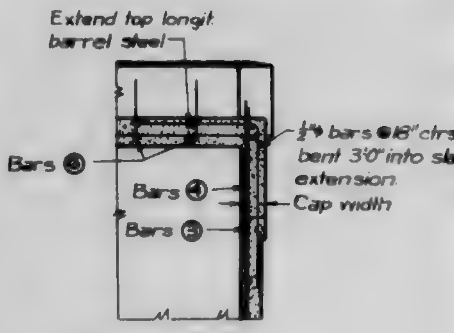
TYPICAL SECTION THRU APRON & CUT-OFF WALL
Scale ⅜"=1'0"


Culvert Length
9"
G= slab extension
½"ϕ bars @18"ctrs bent 3'0" into slab extension
Bars ⑤
1'4"
Slab extension equals depth of barrel slab, except extension varies to a maximum depth of 8"
½"ϕ bars @18"ctrs both ways placed 1½"cl. of inside face
3-½"ϕ bars @9"ctrs. bent 2'0" into apron
1-½"ϕ bar
Slab varies
Extend longit. barrel steel
E
Barrel height
18"
1'3"±
C + slab Max. C+8"
Slope not less than ⅛" per foot
⅝"ϕ bars "K" str.
3'0"
2-½"ϕ in cutoff wall

ELEVATION OF ALTERNATE "A" INLET
For culverts with widths up to and including 9'0"
Scale ½"=1'0"



DETAIL
Scale ⅜"=1'0"


Extend top longit. barrel steel
Bars ⑥
½"ϕ bars @18"ctrs bent 3'0" into slab extension.
Bars ④
Cap width
Bars ⑤

SECTION B-B
Scale ⅜"=1'0"

rrel	Bars ④
	2- ⅝"ϕ
	3- ⅝"ϕ
	2- ¾"ϕ
	3- ¾"ϕ
	3- ¾"ϕ
18	4- ¾"ϕ

WING WALL MATERIALS				
	TYPICAL		ALTERNATE "A"	
Size	Reinf. Steel	Concrete	Reinf. Steel	Concrete
3x3	163#	1.9 cu.yd.	——	——
4x4	226#	2.6 " "	273#	3.09 cu.yd.
5x5	314#	3.6 " "	385#	4.37 " "
6x6	380#	4.5 " "	502#	5.67 " "
7x7	480#	6.2 " "	675#	7.93 " "
8x8	646#	8.0 " "	939#	10.38 " "
9x9	754#	9.5 " "	1324#	12.51 " "
10x10	963#	11.5 " "	1671#	15.66 " "
11x11	1133#	14.2 " "	——	——
12x12	1366#	16.4 " "	2146#	22.48 " "

Quantities include 2 wings, apron, parapet and 9" barrel section under parapet; based on single barrel culverts at C fill.

GENERAL NOTES:

All concrete shall be class "A", fc=3300 p.s.i

All reinforcing steel shall be intermediate grade deformed bars, fs=20,000 p.s.i., and shall be placed 1½" clear of nearest face of concrete unless shown or noted otherwise. Bar splices shall be 20 diameters.

Pour culvert walls and wingwalls monolithic.

All reinforcing steel to conform to ASTM specifications A305-49.

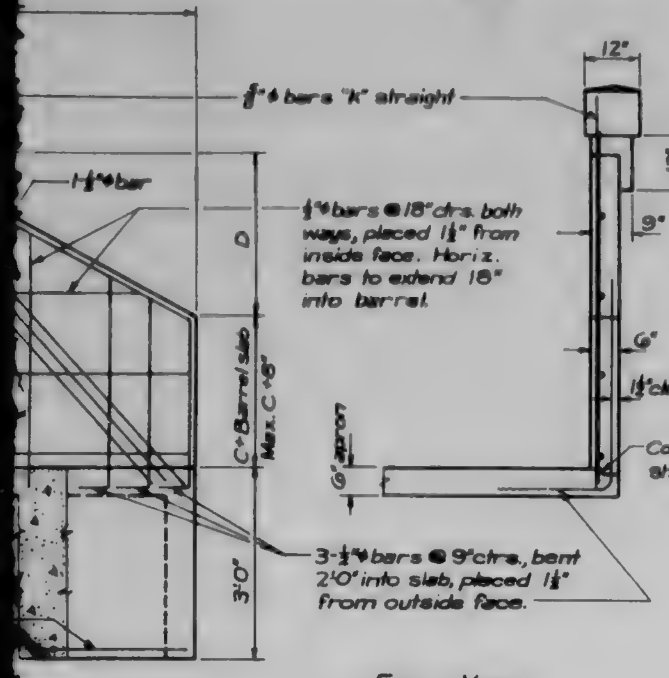
Construct typical wingwalls and parapet unless otherwise specified.

APPROVED:
BRIDGE ENGINEER

OREGON
STATE HIGHWAY COMMISSION

STANDARD CULVERT
WINGS
—ALL SIZES—

SCALE NOTED
MARCH 19, 1954
DRAWN BY W.D.G.
SHEET 1 OF 1
DWG. NO. 11363


⅝"φ bars "K" straight
1½"φ bar
½"φ bars @ 18" ctrs. both ways, placed 1½" from inside face. Horiz. bars to extend 18" into barrel.
12"
12"
9"
6"
1½" clear
D
C+Barrel slab Max. C+8"
6" apron
Continuous 2"x4" shear key.
3-½"φ bars @ 9" ctrs., bent 2'0" into slab, placed 1½" from outside face.
3'0"

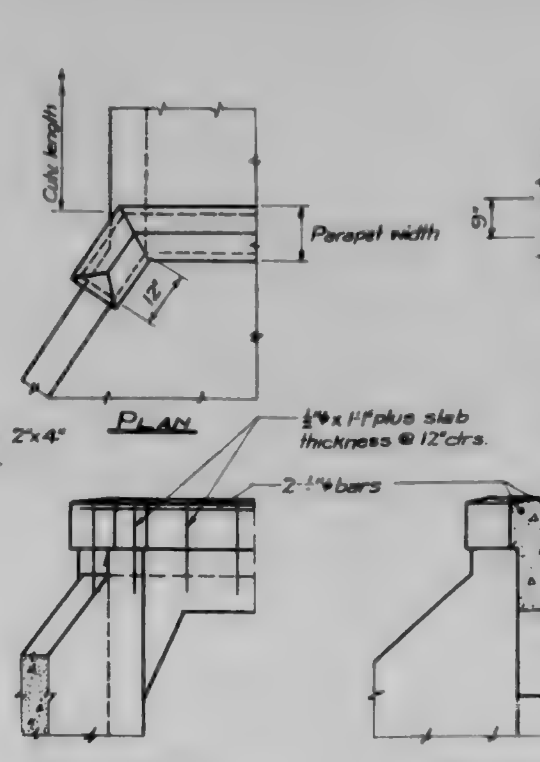
END VIEW

…LL FOR 3'0" TO 6'0" HIGH CULVERTS

…et end similar except for parapet

Scale ½"=1'0"

"L" …ns.	Length B Ft. & Ins.	Length C Ft. & Ins.	Length D Ft. & Ins	Bars "K" Nº
	3'3 15/16"	1'4"	1'8"	2
	4'1 15/16"	1'10"	2'2"	2
	5'4 7/8"	2'0"	3'0"	3
	6'2 7/8"	2'5"	3'7"	3



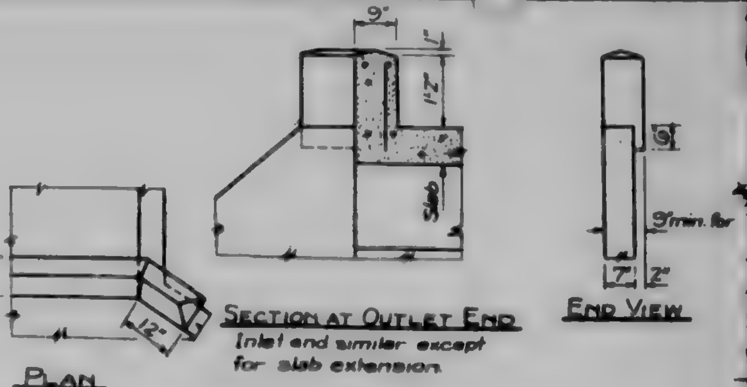
PLAN

ELEVATION

SECTION

TYPICAL PARAPET DETAILS

Scale ½"=1'0"



PLAN

SECTION AT OUTLET END

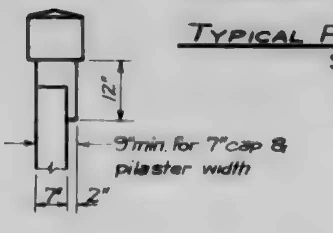
Inlet end similar except for slab extension.

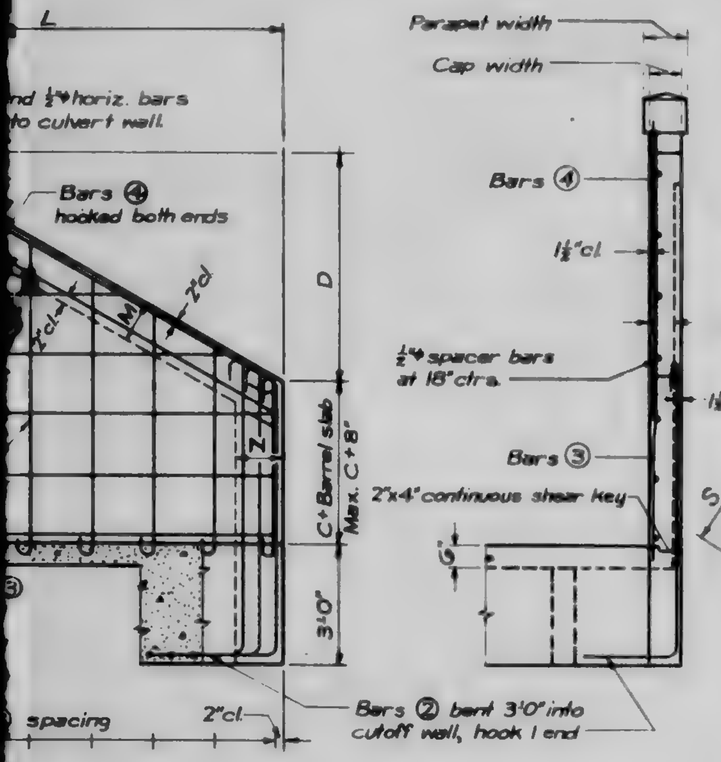
END VIEW

ALTERNATE PARAPET DETAILS

Scale ½"=1'0"

Length W	Length G	Barrel height	Reinforcing Ba…	
			Bars ⑤ transv	B…
4'0"	3'0"	For barrel heights, see Standard Dwgs. No. 9795 and 9796.	½"φ @ 16" ctrs.	—
5'0"	3'9"		½"φ @ 9" ctrs.	—
5'6"	4'1½"		⅝"φ @ 9" ctrs	—
6'0"	4'6"		¾"φ @ 9" ctrs.	—
7'0"	5'3"		¾"φ @ 6" ctrs	—
8'0"	6'0"		⅞"φ @ 12" ctrs.	—
9'0"	6'9"		1"φ @ 10" ctrs.	—
10'0"	7'6"		—	
12'0"	9'0"		—	
—	—		—	—





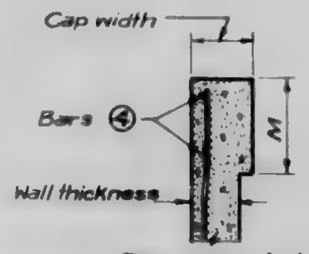
…ON

END VIEW

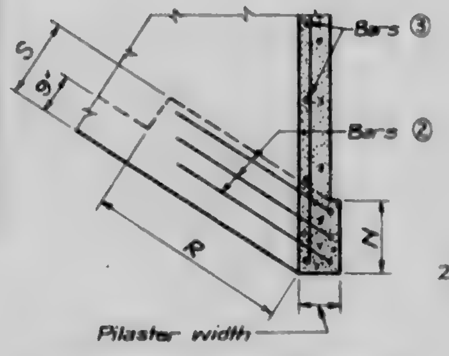
…OR 7'-0" TO 12'-0" HIGH CULVERTS

…utlet end similar except for parapet

Scale ⅜"=1'0"

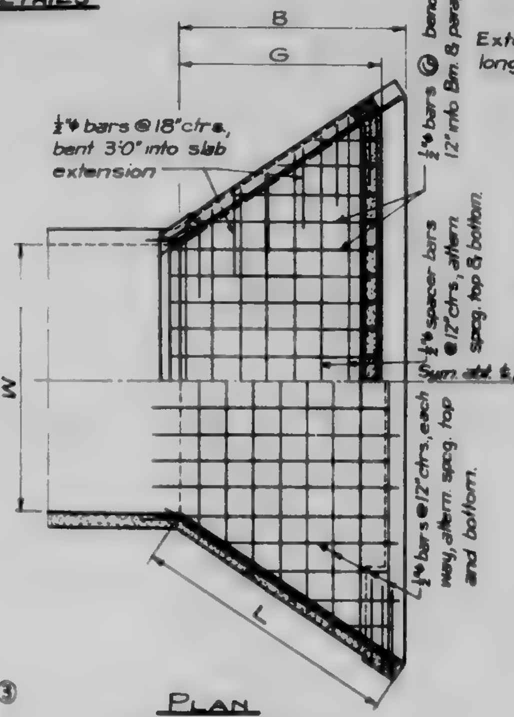


SECTION A-A



DETAIL AT CUTOFF WALL

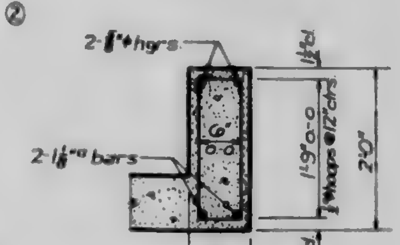
For culverts with barrel heights of 7'0" and over only.


B
G
½"φ bars @ 18" ctrs., bent 3'0" into slab extension
½"φ bars ⑥ bend 12" into Bm. & parapet
½"φ spacer bars @ 12" ctrs., altern. spcg. top & bottom.
5 sym abt. ℄
W
½"φ bars @ 12" ctrs. each way, altern. spcg. top and bottom.
L

PLAN

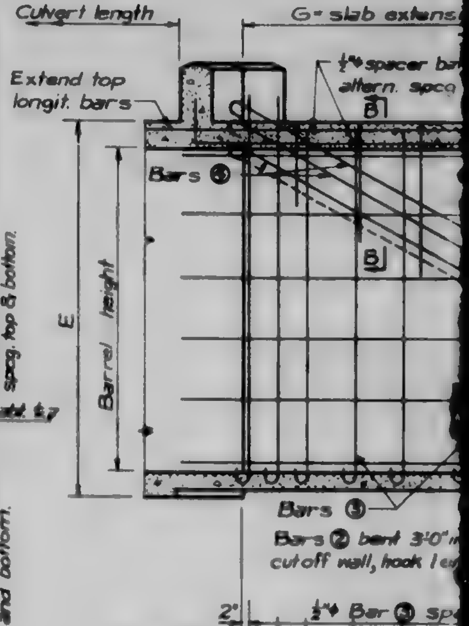
10' and 12' wide culverts

Scale ¼"=1'0"

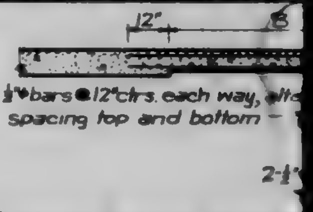


BEAM DETAIL

Scale ¾"=1'0"

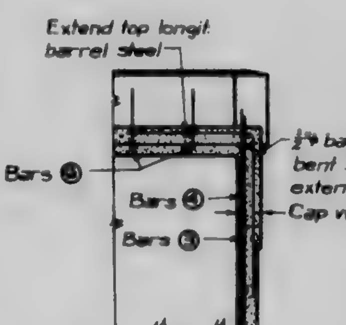


ALTERNATE 'A' ELEV. - INLE…


12"
½"φ bars @ 12" ctrs. each way, alte… spacing top and bottom -
2-½…

TYPICAL SECTION THRU AP…

Scale ⅜"…


Extend top longit. barrel steel
Bars ⑥
Bars ④
Bars ⑤
½"φ bars @ 18" ctrs bent 3'0" into slab extension
Cap width

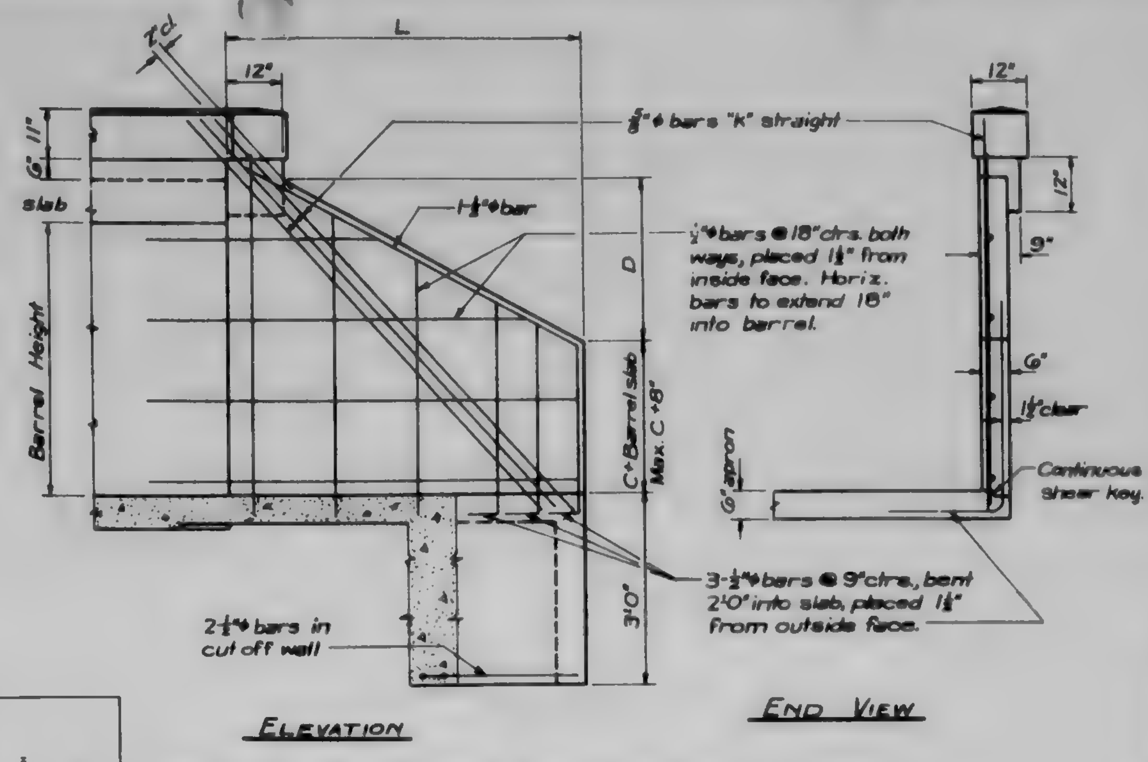
SECTION B-B

Scale ⅜"=1'0"

	Length "D" Ft. & Ins.	Wall Thickness	Cap M	Pilaster N	Cap & Pilaster Width	Parapet Width	Cut-off Wall		Reinforcing Bars		
							R	S	Bars ②	½"φ Bars ③ spacing from end of barrel	Bars ④
	4-2	7"	0-9	0-10	7"	12"	3-3	1-0	2-⅝"φ	2", 2@13; 4@18	2-⅝"φ
	5-0	7"	1-4	1-4	7"	12"	3-7	1-5	3-⅝"φ	2"; 2@8; 2@14; 4@18	3-⅝"φ
	5-7	7"	1-0	1-2	9"	12"	3-5	1-4	3-⅝"φ	2"; 4@8; 2@12; 4@18	2-¾"φ
	6-2	7"	1-6	1-6	9"	12"	3-6	1-9	3-¾"φ	2"; 4@7; 2@11; 5@18	3-¾"φ
	6-8	8"	1-2	1-2	12"	15"	3-2	1-5	3-¾"φ	2"; 6@6; 4@11; 4@18	3-¾"φ
	7-3	8"	1-7	1-6	12"	15"	3-4½	1-8	3-⅞"φ	2"; 2@4, 4@6; 3@8; 3@12; 4@18	4-¾"φ

Size
3x3
4x4
5x5
6x6
7x7
8x8
9x9
10x1…
11x11
12x1…

Quan…
and …
on s…


L
12"
7"d
6" 11"
slab
Barrel Height
⅝"ϕ bars "k" straight
1½"ϕ bar
½"ϕ bars @ 18" ctrs. both ways, placed 1½" from inside face. Horiz. bars to extend 18" into barrel.
D
C+Barrel slab Max. C+8"
3'0"
2-½"ϕ bars in cut off wall
3-½"ϕ bars @ 9" ctrs., bent 2'0" into slab, placed 1½" from outside face.
12"
12"
9"
6"
1½" clear
6" apron
Continuous 2"x4" shear key.

ELEVATION

END VIEW

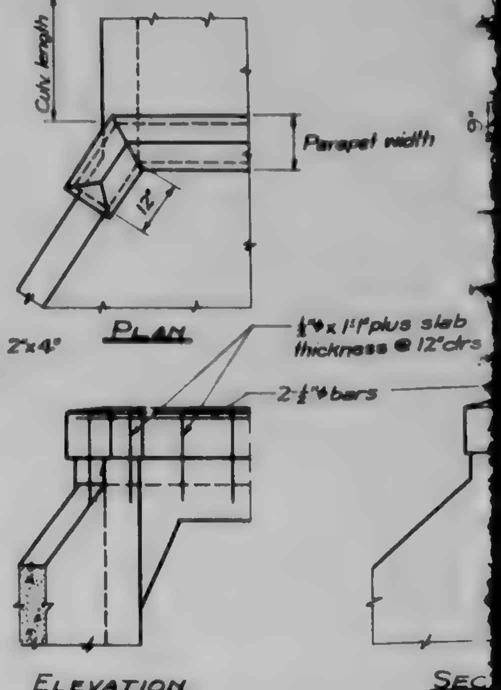
NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DR'WG.
FOR EXAMPLE:
INDICATED SCALE ¾"=1'-0" SHOULD BE READ ⅜"=1'-0".
INDICATED SCALE 1"=10'-0" SHOULD BE READ 1"=20'-0"

TYPICAL WING WALL FOR 3'0" TO 6'0" HIGH CULVERTS

Alternate "A" outlet end similar except for parapet

Scale ½"=1'0"

Barrel Hgt. Ft. & Ins.	Length "L" Ft & Ins.	Length B Ft. & Ins.	Length C Ft. & Ins.	Length D Ft & Ins	Bars "k" Nº
3' 0"	4' 0"	3' 3 15/16"	1' 4"	1' 8"	2
4' 0"	5' 0"	4' 1 15/16"	1' 10"	2' 2"	2
5' 0"	6' 6"	5' 4 7/8"	2' 0"	3' 0"	3
6' 0"	7' 6"	6' 2 7/8"	2' 5"	3' 7"	3



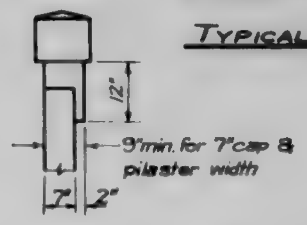
PLAN

ELEVATION

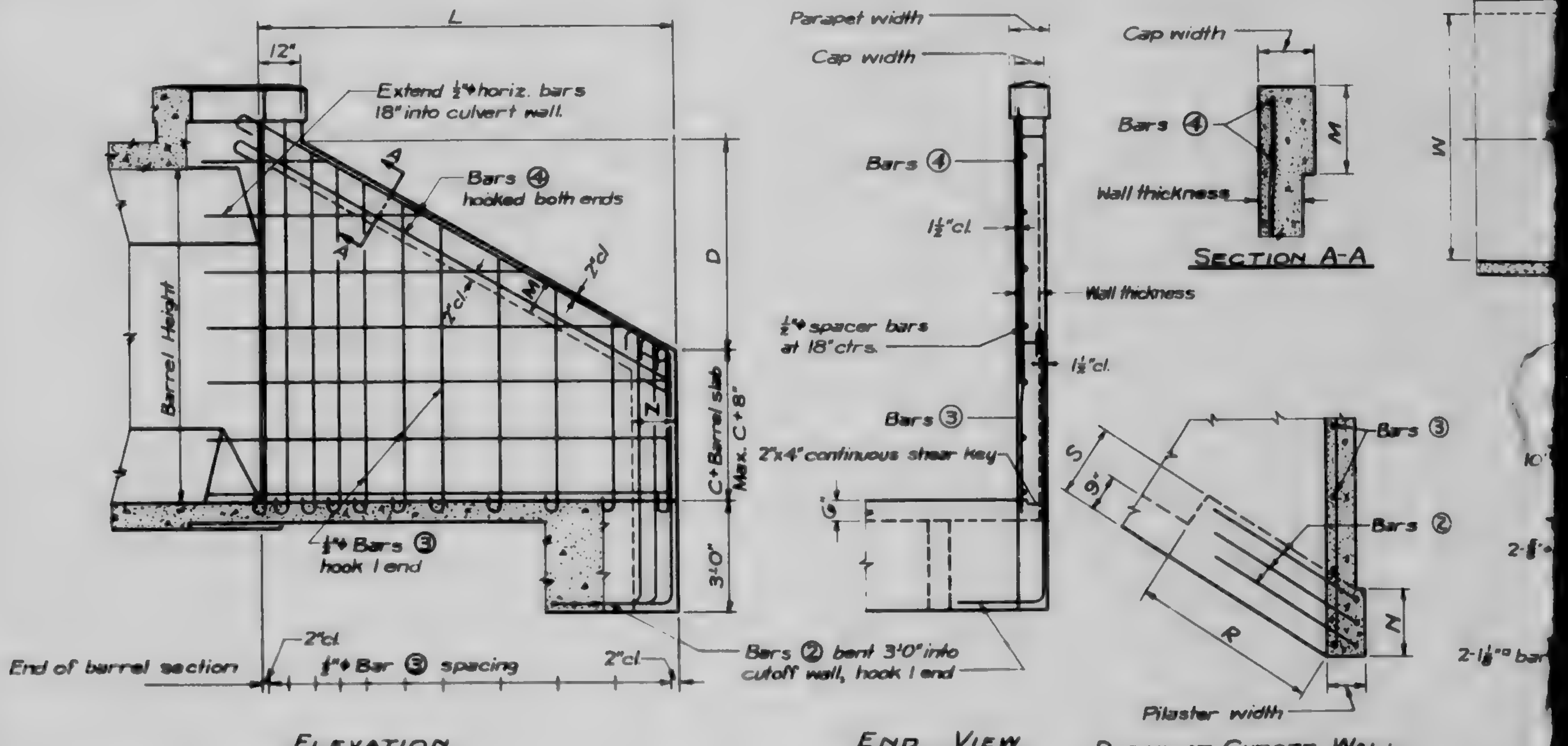
SEC

TYPICAL PARAPET DETAILS

Scale ½"=1'0"



½"ϕ bars
bent 3'0
extensio



SECTION A-A

ELEVATION

END VIEW

DETAIL AT CUTOFF WALL

For culverts with barrel heights of 7'0" and over only.

TYPICAL WING WALL FOR 7'-0" TO 12'-0" HIGH CULVERTS

Alternate "A" outlet end similar except for parapet

Scale ⅜"=1'0"

Barrel Hgt Ft. & Ins.	Length "L" Ft. & Ins.	Length "B" Ft. & Ins.	Length "C" Ft. & Ins.	Length "D" Ft. & Ins.	Wall Thickness	Cap M	Pilaster N	Cap & Pilaster Width	Parapet Width	Cut-off Wall R	Cut-off Wall S	Reinforcing Bars: Bars ②	Reinforcing Bars: ½"ϕ Bars ③ spacing from en
7'-0"	8'-6"	7-0 7/8	2'-10"	4-2	7"	0-9	0-10	7"	12"	3-3	1-0	2-⅝"ϕ	2"; 2@13 ; 4@18
8'-0"	10'-0"	8-3 13/16	3'-0"	5-0	7"	1-4	1-4	7"	12"	3-7	1-5	3-⅝"ϕ	2"; 2@8 ; 2@14; 4
9'-0"	11'-0"	9-1 13/16	3'-5"	5-7	7"	1-0	1-2	9"	12"	3-5	1-4	3-⅝"ϕ	2"; 4@8 ; 2@12; 4
10'-0"	12'-0"	9-11 13/16	3'-10"	6-2	7"	1-6	1-6	9"	12"	3-6	1-9	3-¾"ϕ	2"; 4@7 ; 2@11 ; 5
11'-0"	13'-0"	10-9 ¾	4'-4"	6-8	8"	1-2	1-2	12"	15"	3-2	1-5	3-¾"ϕ	2"; 6@6; 4@11; 4
12'-0"	14'-0"	11-7 ¾	4'-9"	7-3	8"	1-7	1-6	12"	15"	3-4½	1-8	3-⅞"ϕ	2"; 2@4; 4@6; 3@8; 3

S-178(1) McDowell Creek Bridge 1955

#4351

S-178(1) McDowell Creek Bridge 1955

#4351

FORM S-123 50M REVISED 3-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 13, 1955

NOTED
J. W. CATTRALL

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

RE: Linn County Secondary Projects
S-159(2), Knox Butte Section Fas 575
S-178(2), Fairview-Collins Corner Section Fas 214
S-178(1), McDowell Creek Bridge Fas 214

Contract 4351
S - 178(1)

Dear Mr. Polk:

This is to advise that "Narrow Bridge" signs have been placed in connection with projects S-159(2), S-178(2); and the easterly approach fill to the McDowell Creek Bridge, S-178(1), has been widened as requested in your letter of November 10th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JFH:mm

cc: J. W. Cattrall
Forrest Cooper

RECEIVED
DEC 14 1955

NOTED
J. W. CATTRALL

Salem, Oregon
December 12, 1955

Assignment No. 6208

Mr. W. C. Williams
OFFICE

NOTED
Harold C. Ayers

Attached is a suggested letter to C. C. Polk, B.P.R. District Engineer, re signing narrow bridges on county FAS projects S-159(2) and S-178(2), and widening approach fill on S-178(1). The work was performed by Linn County. This completes Assignment No. 6208.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att.

NOTED
J. F. HAGEMANN

NOTED
ONES

FORM 230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
Harold C. Ayers

Salem, Oregon
November 16, 1955

NOTED
J. W. CATTRALL

SUBJECT:

To:

Mr. Forrest Cooper
Construction Engineer

Attention: Mr. L. H. Young

Dear Sir:

Please refer to your letter and enclosures from the Bureau of Public Roads in regard to certain deficiencies in carrying out agreements on Linn County F.A.S. Routes Nos. 214 and 575.

These requirements in this instance are for signing at narrow bridge structures and a State Force Order is being prepared and arrangements have been made with the Signing Department to take care of this work. This will be done in the near future.

As to their request that the fills at the end of the structure on McDowell Creek Bridge be widened, let me say that the contract was for the construction of the bridge only. It was the obligation of the County to place the approaches. However, we will get in touch with the County, either through my office or through the City and County Relations, and will advise them of the Bureau's request and ask them to take immediate steps toward widening the fills at the bridge ends.

Yours very truly,

J. D. Walker
Division Engineer

NOTED
J. F. HAGEMANN

JDW:AM
cc Mr. John W. Cattrall

RECEIVED
NOV 17 1955

COUNTY AND CITY RELATIONS DEPARTMENT

NOTED
Harold C. Ayers

NOTED
V. R. JONES

November 10, 1955

08-35

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Linn County Secondary Projects
S-159(2), Hardscrabble Hill Section Fas 575
S-178(2), Fairview-Collins Corner Sec. Fas 214
S-178(1), McDowell Creek Bridge Fas 214

Dear Sir:

Our approval of the sketch maps, subject projects, was conditioned upon the installation of adequate signs and protective devices warning of the narrow bridges on the route until such time as new bridges are constructed.

On October 27, 1955 it was noted that, although the projects had been reported completed, warning signs were not in place.

It was also noted that the easterly approach fill, McDowell Creek Bridge, needed additional materials to provide full width at the bridge end.

Please advise when these conditions have been corrected.

Very truly yours,

C. G. POLK
District Engineer

NOTED
J. F. HAGEMANN

CC - County & City Relations

In phone conversation 11/10/55
Walter Loren, Co Engr., advised
he would take care of above
subject & advise this office when completed J.F.H.

Fas 214

Form A-150—10M—12-54

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

Salem, Oregon

Contract 4351
S-178(1)

RECEIVED
NOV 4 1955

Linn County
Albany, Oregon

Attn: County Court

Invoice No. 42145

Date November 3, 1955

Your Req. No.

Billing Request No. cc-198

Credit distribution: [illegible]

Final billing, county's share of total costs on [illegible] Creek Bridge, FAS [illegible], Linn County covered by agreement dated January, 1955.

Original advance deposit	2,350.00	
Less: Amt. previously transferred	1,850.00	
Balance advance deposit		500.00
County share total cost as per attached statement	2,358.91	
Less: Amt. previously transferred	1,850.00	
Amount due		508.91
Balance due		$ 8.91

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $________________

By ____

NOTED
J. F. HAGEMANN

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

NOTED
J. F. HAGEMANN

NOTED
Harold C. Ayers

November 1, 1955

Linn County Court
Courthouse
Albany, Oregon

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

Gentlemen:

Final costs are now available for the McDowell Creek Bridge on FAS 214 and it has been determined that the agreed county share of these costs is $2,358.91 as shown on the attached statement. As the county initially deposited $2,350 a balance of $8.91 is due the state. A billing form for this amount will be forwarded you by our accounting division within the next few days and payment should be made upon receipt of this form.

If you have any questions on this matter, please contact this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

NOTED
J. F. HAGEMANN

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Linn

Contract No: 4351

Date 11/1/55

FAS 214

Section McDowell Creek Bridge Completed 5/3/55

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Removal of old bridge	All	$500.00	100%	$ 500.00
2. Structural excavation	c.y.	5.00	7.71	38.55
3. Class "A" concrete	c.y.	56.00	117.14	6,559.84
4. Metal reinforcement	lb.	0.115	32,295.	3,713.93
5. 8" metal drain pipe	l.f.	3.00	20.	60.00
FA #1 Cement adj. favor of State	bbl.	5.00	7.62	-38.10

Subtotal... $10,834.22

Construction engineering... 1,083.59

TOTAL CONSTRUCTION COSTS... $11,917.81

FEDERAL FUNDS COLLECTED FOR PROJECT... $ 7,200.00

AGREED COUNTY SHARE TOTAL COSTS

50% of difference between total costs and Federal funds:

($11,917.81 - $7,200) × 1/2 = $2,358.91

County share total cost = $2,358.91

Less County's advance deposit 2,350.00

BALANCE DUE STATE FROM COUNTY $ 8.91

JFH:mm

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

[illegible] 64-1

State [illegible]gon
County Linn
Project No. S-178(1)
4351

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 20th day of June, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 28th day of December, 1954, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.019 miles of bridge construction
(Character of work)

between FAS 212 near the east city limits of Lebanon and F.A. Route 37 near Waterloo,
(Control points)
consisting of 0.000 miles of roadway and one (Number) bridges totaling 0.019 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of seven thousand, two hundred and 00/100 dollars ($7,200.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is eleven thousand, six hundred twenty-one and 50/100 dollars ($11,621.50).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITHNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)
By Ben R Chandler
Chairman, State Highway Commission
(Title)
By Chas H Reynolds
Member, State Highway Commission
(Title)
By
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

Attest
SECRETARY

COMMISSIONER OF PUBLIC ROADS
By
Division Engineer, Bureau of Public Roads

—32551.

Oregon State Highway Department

Federal Aid Secondary
Project No.S-178 (1)

McDOWELL CREEK BRIDGE ON THE McDOWELL CREEK ROAD IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 21, 1955

Type Code X 021
McDowell Creek Bridge (Sta. 1+24 to Sta. 2+24) (Contract No. 4351)

All Required	Removal of Old Bridge	$	$ 500.00
10 cu. yds.	Structural Excavation	5.00	50.00
110 cu. yds.	Class "A" Concrete	56.00	6,160.00
33,000 lbs.	Metal Reinforcement	0.115	3,795.00
20 lin. ft.	8-Inch Metal Drain Pipe	3.00	60.00
	Subtotal		$ 10,565.00
	10% Engr. & Cont		1,056.50
	Total		$ 11,621.50

Length of Structure 0.019 Mile

Federal Funds	$ 7,200.00
State Funds	2,210.75
County Funds	2,210.75
	$ 11,621.50

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939.

Note: Necessary cash has been deposited by Linn County with the State Highway Department.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

June 6, 1955

Linn County Court
Court House
Albany, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise that work on the McDowell Creek Bridge on FAS 214 was completed on May 3, 1955.

Under terms of the maintenance agreement signed by the Court on January 14, 1955, and by the Highway Commission on January 19, 1955, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

5-1770
4351

B

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 26, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4351	3-Final	[illegible] and Marr

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
10278	R-123395	$ 1,438.32	5/26/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: June 30, 1955

Time Extensions: None

Completion Date: May 3, 1955

Date Accepted: May 25, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-1-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

[illegible] ON CARD
H

Warrant Mailed: JUN 1 [illegible]

Ruth Rawlings

RECEIVED
MAY 13 1955
FOR FILING
S-128 (1)
4351

May 13, 1955

REGISTERED MAIL

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, California

Gentlemen:

State Highway Contract No. 4351 for constructing the McDowell Creek Bridge on County Road No. 1286 in Linn County was completed by the contractor, Lind and Marr, on May 3, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,438.12 will be released to the contractor after acceptance by the Commission. The total contract amount is $10,834.22 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
520 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
FEB 28 1955
FOR FILING

5-178 (1)
4351

February 25, 1955

Lind & Marr
11845 Belvidere Place
Beaverton, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4351, which was awarded to you on January 24 by the State Highway Commission, for construction of McDowell Creek Bridge on County Road No. 1286 in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

~~Form~~ A-130 10M 3-54

NOTED
J. W. CATTRALL

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
Harold C. Ayers

Linn County
Albany, Oregon

Attn: County Court

Invoice No. 37737

Date February 1, 1955

Your Req. No.

Billing Request No. cc-130

Credit distribution: 522-1053-297

Advance Deposit	2,350.00
McDowell Creek Bridge, Linn County FAS project, covered by agreement dated January, 1955. Partial transfer for county share of total costs.	1,850.00
To be retained	$ 500.00

RECEIVED
FEB 4 1955
ENGINEER
COUNTY & CITY RELATIONS

70v2 14

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
Harold C. Ayers

January 25, 1955

Linn County Court
Court House
Albany, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

This is to acknowledge receipt of an advance deposit of $2,350 in connection with the McDowell Creek bridge project on FAS 214. Contract No. 4351 was awarded to Lind & Marr, and a copy of the contract will be forwarded as soon as available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
J. W. CATTRALL

Salem, Oregon
January 24, 1955

NOTED
Harold C. Ayers

FAS 214, Linn County

Mr. W. C. Williams
OFFICE

NOTED
J. F. HAGEMANN

We have received this date an advance deposit from Linn County of $2,350 in connection with the McDowell Creek Bridge FAS project. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: G. S. Paxson
S. H. Probert

W. E. DOWNING
COMMISSIONER

FLOYD D. JENKS
COMMISSIONER

E. G. ARNOLD
COUNTY JUDGE, LINN COUNTY
ALBANY, OREGON

NOTED
Harold C. Ayers

January 21, 1955

R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

NOTED
J. W. CATTRALL

Attention: John W. Cattrall, Engineer
County and City Relations

Dear Sir:

Enclosed you will find county warrant No. 8385 in the sum of $2,350.00 same being an advance deposit of 20% estimate cost on the McDowell creek bridge project on F.A.S. 214.

Thanking you for past favors, we remain,

Sincerely yours,

Linn County Court

NOTED
J. F. HAGEMANN

above warrant to Acctg
Div. 1-24-55
FQueny

E. G. Arnold
County Judge

W E Downing
County Commissioner

Floyd D Jenks
County Commissioner

EGA:mh
Enc.

RECEIVED
JAN 24 1955
ENGINEER
COU [illegible] IONS

NOTED
Harold C. Ayers

January 20, 1955

NOTED
J. W. CATTRALL

Linn County Court
Court House
Albany, Oregon

Gentlemen:

On January 19th the Highway Commission received a satisfactory bid from Lind & Marr of Beaverton for construction of the McDowell Creek bridge project on FAS 214. As per the agreement between the County and State, the following advance deposit by Linn County is required prior to award of a contract:

Bid Items	$10,565.00
12-1/2% Engineering & Contingencies	1,320.63
Estimated Total Cost...........	$11,885.63

Advance Deposit (20% of Est. Cost) = $2,350

Please make this deposit by means of a warrant or check in the amount of $2,350 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit a contract will be awarded.

Very truly yours,

NOTED
J. F. HAGEMANN

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

RECEIVED
JAN 27 1955
FOR FILING

[illegible]
[illegible]
[illegible]

S-178(1)

January 26, 1955

County Court of Linn County
Court House
Albany, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Linn County one fully executed copy each of a Maintenance Agreement and Finance Agreement between the State Highway Commission and Linn County covering the McDowell Creek Bridge Section of the McDowell Creek Road, FAS 214.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

Finance -67
maint. -209

Salem, Oregon
January 26, 1955

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are four certified copies of a Maintenance Agreement and a conformed copy of a Finance Agreement with Linn County covering the McDowell Creek Bridge Section of the McDowell Creek Road, FAS 214.

The original of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Linn County.

Secretary

rn
Attach: 5

REFERRED TO
BY SECRETARY

FEB 18 1955

FORM E-30 25M 9-51 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

L

Attached are three copies of a finance agreement covering the McDowell Creek Bridge section of the McDowell Creek Road, FAS 214, in Linn County. Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies for transmittal to the B.P.R.

This project was approved by the Highway Commission on October 28, 1954.

John W. Cattrall
Engineer, County and City Relations

Bids received 1-19-55

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

RECEIVED
JAN 18 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OFFICE
SIGNING ENGINEER

FEB 18 1955

[illegible]

4351

January 24, 1955

Lind & Marr
410 Belvidere Place
Beaverton, Oregon

NOTED
J. Mc C.

Gentlemen:

The State Highway Commission on January 19, 1955 accepted your proposal for construction of McDowell Creek Bridge over McDowell Creek on County Road No. 1486 north of Sweet Home in Linn County for the sum of $10,563 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4351.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

R. G. Savage (SIAC)
H. G. Smith
S. H. Probert
G. S. Paxson

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram
FULL RATE TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHIP RADIOGRAM ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
January 24, 1955
10:37 a.m.

Lind & Marr
410 Belvidere Place
Beaverton, Oregon

Contract for McDowell Creek Bridge, Linn County for which you submitted low bid on January 19, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Accounting (5003-900)
C. W. Head
Files ✓

John W.
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm

cc: G. S. Paxson
S. H. Probert

RECEIVED
JAN 25 1955
FOR FILING.

Const
Fed Aid
[illegible]

S-178(1)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 24, 1955

SUBJECT: FAS 214, Linn County

To: Mr. W. C. Williams ✓
OFFICE

NOTED
W. C. WILLIAMS

We have received this date an advance deposit from Linn County of $2,350 in connection with the McDowell Creek Bridge FAS project. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm

cc: G. S. Paxson
S. H. Probert

RECEIVED
JAN 24 1955
STATE HIGHWAY ENGINEER

RECEIVED
JAN 20 1955
FOR FILING

5178(1)

January 20, 1955

Lind & Morr
410 Belvidere Place
Beaverton, Oregon

Gentlemen:

The State Highway Commission on January 19, 1955 accepted your bid in the amount of $10,565 for construction of McDowell Creek Bridge over McDowell Creek on County Road No. 1-66 north of Sweet Home in Linn County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

RECEIVED
JAN 31 1955
FOR FILING
OREGON DISTRICT
S-178(1)
435

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

File

4

January 4, 1955

No RR on this
Bridge Contract
Let Jan 19
Jim Hardin

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project FAS 178
Lebanon-McDowell Creek, County
Road, Linn County

Dear Sir:

The sketch map, subject project, dated November 1954, is approved today subject to the following conditions:

That the railroad grade crossing within the limits of the project shall be eliminated or adequately protected in accordance with General Administrative Memorandum No. 63.

That adequate signs and protective devices be installed warning of the narrow bridge on the route until such time as new bridges are constructed.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

November 1, 1954

[illegible]

Linn County Court
Court House
Albany, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On October 28th the Highway Commission approved for construction with the Federal Aid Secondary funds the projects in Linn County as shown on the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Preparation of plans and specifications and approval by the Bureau of Public Roads are now required prior to contracting the proposed projects. Preliminary engineering will be handled by our Division Office in Salem and will proceed as rapidly as available engineering personnel will permit.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

[illegible]

Approved by Highway Commission October 28, 1954 J. F. HAGEMANN

LINN COUNTY
PROPOSED PROJECTS

/FAS 214 - McDowell Creek Bridge, $20,000. This bridge is located approximately 0.4 mile east of the covered bridge over the S. Santiam River on the McDowell Creek County Road.

The proposed project is to construct a R.C.D.G. bridge with a 24' roadway. The FAS project will be for the structure only, including removal of the existing bridge. The county will either provide a detour bridge or close the road during bridge construction and construct road approaches as required.

/FAS 214 - Waterloo-S. Santiam River Section, Approximately 3 Miles, $25,000. This section extends from the junction of the S. Santiam State Highway near Waterloo easterly and southerly along the McDowell Creek County Road as far as the county prepares the grade and base.

The proposed project is to construct an 0-11 with binder 20' wide with 3' shoulders on the pit run base and crushed gravel top course to be placed by county forces. The county will work on this section during the winter and spring and expects to complete approximately 3 miles. Mr. Walter Larson, County Engineer, will have survey data available for this project and it is suggested he be contacted in approximately March, 1955, to set the project limits.

FAS 575 - Knox Butte Section, 1.6 Miles, $12,000. This section extends from the end of the Jefferson Junction-Knox Butte project at the junction of the Clover Ridge County Road, southerly along the Hardscrabble Hill County Road to the junction with the Albany-Crabtree County Road.

The proposed project is to construct an 0-11 with binder 20' wide with 3' shoulders on the pit run base and crushed gravel top course being constructed by the county. The county has almost completed this section and Mr. Larson, County Engineer, should be contacted for survey data.

FAS 576 - Albany Junction-Cox Creek Section, 6 Miles, $50,000. This section extends from a county road junction approximately 1.5 miles south of Albany, easterly to the west end of the Cox Creek-Lebanon Junction project at Cox Creek.

The proposed project is to construct an 0-11 with binder 20' wide with 3' shoulders on the pit run base and crushed gravel top course being constructed by the county. The county has almost completed this section and Mr. Larson, County Engineer, should be contacted for survey data.

FAS 595 - Muddy Creek Bridge, $40,000. This bridge is located approximately 0.4 mile west of Oakville on the Albany-Oakville County Road.

The proposed project is to replace the existing 16-19' P.T. span bridge with a treated P.T. with concrete deck 24' in width. Possible this bridge could be shortened by two or three spans. The project will be for the structure only, including removal of the existing bridge. The county will

S-145(2) South Unit, Hayden Bridge, 1955
Donna Sec., Eugene-Marcola Rd.
#4352

Form A-130-10M-9-56

J. F. HAGEMANN

INVOICE

Oregon State Highway Department

SALEM, OREGON

RECEIVED
DEC 18 1956

Lane County
Eugene, Oregon

Attn: Board of County Commissioners

Invoice No.	48848
Date	December 17, 1956
Your Req. No.	
Billing Request No.	cc-276
Credit distribution:	520-1005-297

Final billing, 1st unit, Hayden Bridge - Donna Section, F.A.S. 228, covered by agreement dated January 1955.

Original Advance Deposit	28,350.00	
Less: Amt. previously transferred	23,350.00	
Balance Advance Deposit		5,000.00
County share of total costs as per attached	25,355.88	
Less: Amt. previously transferred	23,350.00	
Balance		2,005.88
To be retained		$2,994.12

238

ACKNOWLEDGMENT OF RECEIPT
Cash Received $
By

NOTED
JOHN D. GRAHAM

State Printing 88944

John F. Hagemann
Asst. Engr., County and City Relations

JFH:te
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

December 17, 1956

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Final costs are now available for the South Unit, Hayden Bridge - Donna Section of FAS 228 and it has been determined that the agreed county share of these costs is $25,355.88 as per the attached statement. As the county initially deposited $28,350. a refund of $2,994.12 is due.

In accordance with my telephone conversation with Mr. Nielsen, we are retaining this refund and adding it to the county's advance deposit for the Knowles Creek - Turner Creek Tunnel Section of FAS 238. This deposit made in connection with the tunnel project now totals $488,794.12.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:te
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS
Completed 9/19/55

County Lane Contract No: 4352 Date 12/14/56

FAS 228 Section South Unit, Hayden Bridge-Donna

PAYMENTS TO CONTRACTOR

	Item	Unit	Unit Price	Total Qty.	Total Cost
1.	Clearing & grubbing	All	$1,000.00	100%	$ 1,000.00
2.	Drainage excavation, unclass.	c.y.	1.00	304.04	304.04
3.	General " "	c.y.	0.30	90,552.4	27,165.72
4.	Short overhaul	yd. sta.	0.05	373,122.6	18,656.13
5.	Long "	C-yd. sta.	0.40	22,286.4	8,914.56
6.	Finish roadbed & slopes	mile	500.00	3.15	1,575.00
7.	12" concrete pipe	l.f.	1.95	165	321.75
8.	18" " "	l.f.	2.90	651	1,887.90
9.	24" " "	l.f.	3.85	306	1,178.10
10.	36" " "	l.f.	5.75	72	414.00
11.	78" C.M.P., uncoated, 8 gauge	l.f.	37.00	54	1,998.00
12.	Class A concrete	c.y.	25.00	31.73	793.25
13.	Metal reinforcement	lb.	0.10	4,118	411.80
14.	Crusher-run material in surface	c.y.	2.00	21,846	43,692.00
15.	3/4"-0" material in surface	c.y.	2.00	4,244	8,488.00
16.	Sprinkling	M/gal.	4.00	922.2	3,688.80
PA#1	Extra allowed for reshaping cutbanks and slide removal	c.y.	0.15	487.2	73.08
PA#2	Blade grader	hr.	10.00	26.5	265.00
PA #3	Extra for reshaping cutbanks and slide removal	c.y.	0.15	1,286.7	193.01
PA#4	Cement adjustment	bbl.	4.88	2.9	14.15

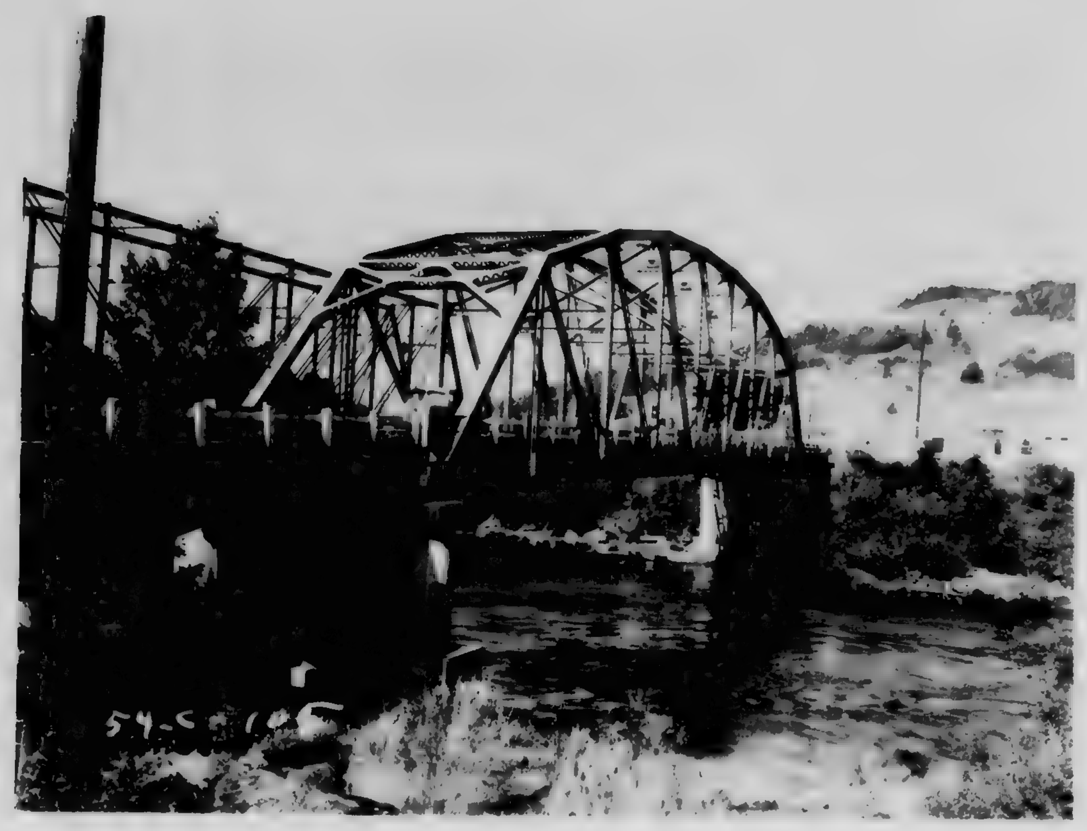
Subtotal	$121,0[illegible]
Temporary signs & barricades	35.[illegible]
Construction engineering	9,[illegible]
TOTAL CONSTRUCTION COST	$131,027.76
FEDERAL FUNDS COLLECTED FOR PROJECT	80,316.00

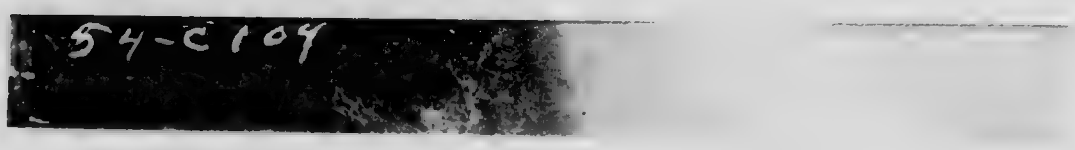
AGREED COUNTY SHARE TOTAL COSTS
(50% of difference between total cost and federal funds)
($131,027.76 - $80,316.00) x 1/2 = $25,355.88

County Advance Deposit	$28,350.00
Less	25,355.88
REFUND DUE LANE COUNTY.............	$ 2,994.12

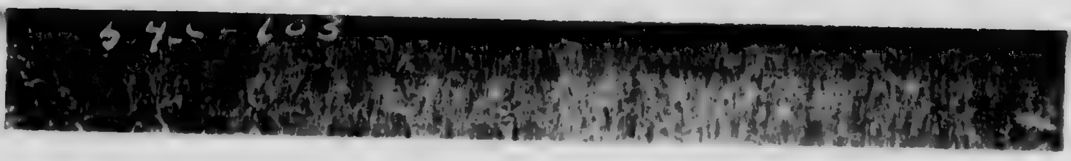
SOUTH UNIT, HAYDEN BRIDGE-DONNA SECTION
FAS 228, LANE COUNTY

8/2/54	54-C-105	Hayden Bridge from east
"	54-C-104	Old road at Yarnell Church
"	54-C-103	Same as -104, looking toward new line, i.e., looking south on new line from Yarnell Church
2/23/56	56-C-12	M.P. 7.27 looking south, to go w/54-C-103 & -104





54-C109


54-C-103

56-C-12

54-C-183

56-C-12

56-C-12

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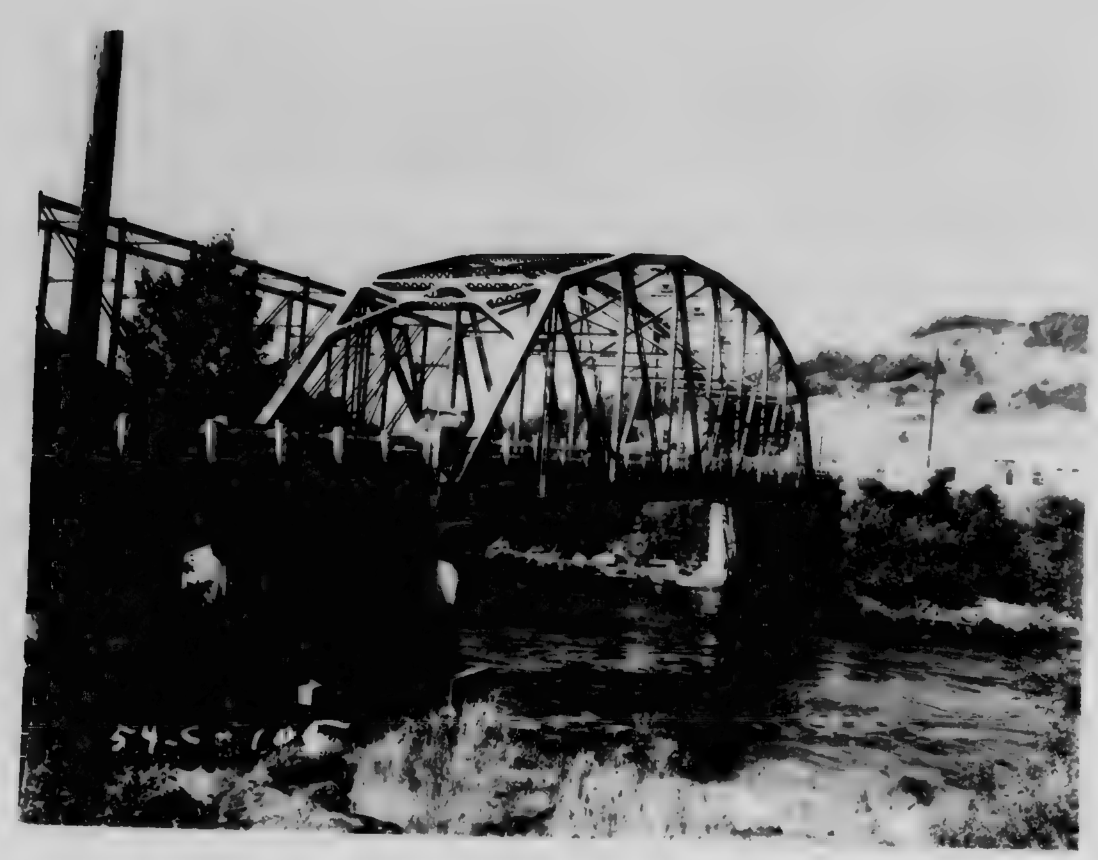
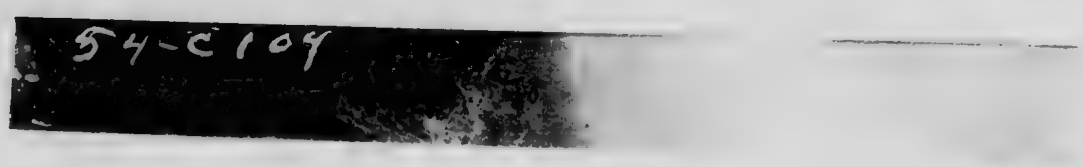
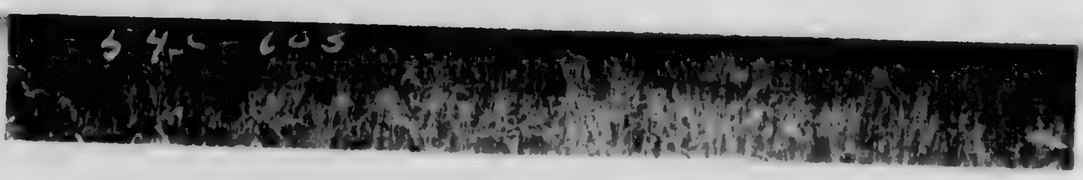
SOUTH UNIT, HAYDEN BRIDGE-DONNA SECTION
FAS 228, LANE COUNTY

8/2/54	54-C-105	Hayden Bridge from east
"	54-C-104	Old road at Yarnell Church
"	54-C-103	Same as -104, looking toward new line, i.e., looking south on new line from Yarnell Church
2/23/56	56-C-12	M.P. 7.27 looking south, to go w/54-C-103 & -104

2-23-56


54-C-105


54-C104


54-C-103

56-C-12

RECEIVED
JAN 13 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 11, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4352	6-Final	Allum Brothers

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
43	B-140612	$ 3,642.37	1/11/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1955

Time Extensions: to Sept. 19, 1955 without penalty

Completion Date: Sept. 19, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-12-56

To the Accounting Division:

Release of the above warrant is hereby authorized

HBGlaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JAN [illegible] 1956
Ruth Rawlings

NOTED ON CARD
gl

RECEIVED JAN 18 195
FOR FILING

January 5, 1956

S. Unit, Hayden Br.-Donna
Contract #4352

FINAL COST ANALYSIS
Grading & Surfacing
Allum Brothers, Contractors
H. E. Mayfield, Resident Engineer

Eugene-Marcola Road
S-145(2)
Prefix: 520-1005

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All		$1,000.00	$	$ 960.67	$ 1,000.00
Drainage Excavation	304.04	C.Y.	1.00	1.64	498.18	304.04
General Exc.	90,552.4	C.Y.	.30	.45	40,415.12	27,165.72
Short Overhaul	373,122.6	Yd.Sta.	.05	.016	6,110.21	18,656.13
Long Overhaul	22,286.4	C-Yd.Sta.	.40	.42	9,301.43	8,914.56
Finish R/B & Slopes	3.15	Mile	500.00	516.91	1,628.29	1,575.00
12" Concrete Pipe	165	L.F.	1.95	1.38	288.29	321.75
18" Concrete Pipe	651	L.F.	2.90	2.72	1,773.92	1,887.90
24" Concrete Pipe	306	L.F.	3.85	3.76	1,152.27	1,178.10
36" Concrete Pipe	72	L.F.	5.75	6.58	474.14	414.00
78" Corr. Metal Pipe, Uncoated 8 Ga.	54	L.F.	37.00	34.87	1,882.81	1,998.00
Class "A" Concrete	31.73	C.Y.	25.00	52.00	1,649.96	793.25
Metal Reinforcement	4,118	Lbs.	.10	.12	494.16	411.80
Crusher Run Mat'l. in Surfacing	21,846	C.Y.	2.00	1.38	30,072.51	43,692.00
3/4"-0 Mat'l. in Surfacing	4,244	C.Y.	2.00	1.51	6,446.54	8,488.00
Sprinkling	922.2	M-Gal.	4.00	1.78	1,640.74	3,688.80
PA #1 Extra Allowance for reshaping cutbanks & slide removal	487.2	C.Y.	.15	.16	76.09	73.08
PA #2 Blade Grader	26	Hour	10.00	7.90	205.29	260.00
PA #3 Ext. Allowance for reshaping cutbanks & slide removal	1286.7	C.Y.	.15	.15	189.56	193.01
PA #4 Cement Adj. Favor of Contr.	2.9	Bbl.	4.88	4.88	$ 14.15	14.15
					$ 105,274.33	$121,029.29

Gross Revenue	$121,029.29
Total Cost	105,274.33
Profit	$ 15,754.96

Net Profit Equals 13% of Gross Revenue

NOTED
State Highway Engineer

Final Cost Analysis
Contract #4532

DETAIL OF COSTS

Supervision		$ 4,500.00	
Labor		36,222.31	
Labor Ins.		3,054.17	
			$ 43,776.48
Materials:			
12" Conc. Culv. Pipe.	165' at $ .95	156.75	
18" Conc. Culv. Pipe	651' at $ 1.95	1,269.45	
24" Conc. Culv. Pipe	306' at $ 2.85	872.10	
36" Conc. Culv. Pipe	72' at $ 4.75	342.00	
78" Corr. Metal Pipe	54' at $25.34	1,368.36	
78" Corr. Metal Bands	2 at $47.08	94.16	
			4,102.82
Equipment Rentals & Misc. Supplies:			
Equipment Rentals Owned		40,632.17	
Equipment Rentals Hired		1,441.05	
Gas, Oil & Grease		5,965.35	
Bond		907.72	
PL & PD Ins.		452.77	
P.U.C.		250.00	
Explosives		125.00	
Small Tools & Misc. Supplies		1,066.34	
Move in Freight & Cartage		1,025.50	
Home Office & Gen. Overhead		3,385.01	
			57,395.03
Paid Johnson & Amen for concrete work & Rein Steel		2,144.12	
			2,144.12
			$ 105,274.33

Final Cost Analysis
Contract No. 4352

Remarks:

This was a "Federal Aid Secondary" project, calling for the grading and surfacing 3.15 miles of highway roadbed on the S. Unit, Hayden Bridge-Donna Section of the Eugene-Marcola Road in Lane County.

The contract was bid January 19, 1955, awarded January 26. Work started May 25, and the project completed September 15, 1955.

The contractor moved in a HD-15 tractor and dozer, a ½-c.y. shovel with backhoe attachments, and a crew of six men. Three men on clearing and three on installing culvert pipe on May 25, 1955. This work required approximately 4 weeks.

The excavation was done with an HD-21 tractor and scraper with an HD-21 tractor for a push cat, two #200 AC scraper units and one #360 AC scraper unit. This equipment was used in the common excavation from Station 167+93 to Station 10. The material from Station 10 to Station 6 had to be drilled and blasted and moved with a 1½-c.y. shovel and three 8-c.y. dump trucks. No profit was realized on the excavation, short overhaul and long overhaul.

The box culvert was built by Johnson and Amen Cement Contractors. A loss was shown on the concrete as the contractor bid too low on the Class A concrete and the metal reinforcement.

The contractor moved in his two-crusher crushing plant the first week in July to Edmundson Gravel Bar which is located approximately 0.5 mile southerly from Station 5. Started crushing July 16 and completed the crushing September 13, a total of 26,090 c.y. of gravel was crushed in 355 hours for an average of 73 c.y. per hour which was good production, using a small crew. The crushed material was hauled with three 8-c.y. trucks and handled on the street with one blade and 1 roller.

The contractor had good bid prices, good equipment, personal supervision, realizing a good profit.

George Kayser
Cost Analyst

RECEIVED
DEC 30 1955
FOR FILING

S-145 (1)
4352

December 30, 1955

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4352 for work performed on the South Unit, Hayden Bridge-Donna Section of the Eugene-Marcola Road in Lane County was completed by the contractor, Allum Bros., on September 19 and was formally accepted by the Highway Commission on November 3, 1955.

Final payment in the amount of $3,642.37 will be released to the contractor on or after January 9, 1956. The total contract amount is $121,029.29 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tromp & McKinley Agency
43 West Broadway
Eugene, Oregon

NOTED ON CARD
gl

RECEIVED
NOV 23 1955
FOR FILING

S-145 (2)

4352

November 21, 1955

Allum Bros.
P. O. Box 253
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from July 31 to September 30, 1955 within which to complete your contract No. 4352, covering the South Unit, Hayden Bridge-Donna Section of the Eugene-Marcola Road in Lane County.

We are pleased to inform you that the Highway Commission granted your request from July 31 to September 19,1955 without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

H. E. Mayfield,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
NOV 15 1955
FOR FILING

S-145(2)
4352

November 15, 1955

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Allum Bros. on contract No. 4352, covering the South Unit,Hayden Bridge-Donna Section of the Eugene-Marcola Road in Lane County. This payment, in the amount of $14,016.83, will be released to the contractor on or after November 25, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tromp & McKinley Agency
43 West Broadway
Eugene, Oregon

NOTED ON CARD
gf

RECEIVED
NOV 10 1955
FOR FILING

S-145(2)
4352

November 9, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

I have been advised that the Lane County Commissioners have given orders that Oregon Project S-145(2), South Unit, Hayden Bridge-Donna Section, be opened to traffic immediately.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Mr. W. C. Williams
Mr. Probert

[illegible]

The county has barricaded the road for the winter to effect a saving in maintenance cost and to leave the surfacing in better condition to oil in the spring. The Bureau thinks that a better job would result if it were opened and in [illegible], I think, that the local people will try to bring pressure through Washington. [illegible] thinks the county would open it [illegible]

MERCE
IC ROADS
HT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

November 2, 1955

NOTED
W. C. WILLIAMS

State Highway Engineer
Salem, Oregon

Re: Oregon Project S-145(2)
South Unit, Hayden Bridge-Donna Section

Dear Sir:

By letter dated September 26, 1955 you advised that subject project had been completed on September 19, 1955.

On October 27, a representative of this office visited the project for the purpose of making the required final inspection. The road was found to be effectively barricaded to all travel and apparently had been so barricaded from the date of completion.

As the project was designed and, we have every reason to believe, constructed to provide a facility fully useable upon completion, we are at a loss to understand why traffic is denied the benefit to be derived from its use.

Our acceptance of the project will be necessarily deferred until the new road has been opened to traffic.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
NOV 3 1955
OREGON
STATE HIGHWAY COMMISSION

/

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Mr. Trobert

08-35

November 2, 1955

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-145(2)
South Unit, Haydon Bridge-Donna Section

Dear Sir:

By letter dated September 26, 1955 you advised that subject project had been completed on September 19,1955.

On October 27, a representative of this office visited the project for the purpose of making the required final inspection. The road was found to be effectively barricaded to all travel and apparently had been so barricaded from the date of completion.

As the project was designed and, we have every reason to believe, constructed to provide a facility fully useable upon completion, we are at a loss to understand why traffic is denied the benefit to be derived from its use.

Our acceptance of the project will be necessarily deferred until the new road has been opened to traffic.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
NOV 3 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED
V. R. JONES

NOTED
Harold C. Ayers

October 25, 1955

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise you that work on Contract No. 4352, South Unit, Hayden Bridge-Donna Section of FAS 228 in Lane County, was completed on September 19, 1955.

Under the terms of the maintenance agreement signed by the Lane County Board of Commissioners on January 14, 1955, and by the Highway Commission on January 19, 1955, the County assumed maintenance and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

RECEIVED
SEP 30 1955
FOR FILING

5-145 (2)

4352

September 29, 1955

Request for extension of time
No. 3
November 3 and 4 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Allum Brothers for an extension of time on the South Unit, Hayden Bridge-[illegible] Section grading and surfacing project, Contract No. 4352, from July 31, 1955 to September 30, 1955.

The weather in the early spring was such that orderly prosecution of the job was not possible. The contractor exerted every effort to complete within the time limit, but because of bad weather was unable to do so. This contract was actually completed on September 19, 1955, and I recommend the extension to that date without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP:dt lg

RECEIVED
SEP 30 1955
FOR FILING

S-145(2)
4352

September 26, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 19, 1955 on Contract No. 4352, South Unit, Hayden Bridge-Donna Section, in Lane County, in connection with Federal Aid Project No. S-145(2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Asst. State Highway Engineer

cc: John Cottrell

DB:ch

Form E-1—16M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 24, 1955

Section S. Unit, Hayden Bridge-Donna

Kind of work Grading & Surfacing

Highway Eugene-Marcola Road

Section prefix 520-1005

Contractor Allum Brothers

Contract number 4352

Date of contract January 26, 1955

Date of completion July 31, 1955

Date work started May 25, 1955

Estimated date of completion September 19, 1955

Project authorization 141,951.94

Exclusive of Engineering 131,857.58

Per cent of time elapsed 241/186 130 %

Estimated cost of completed project, exclusive of engineering $ 131,486.33

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 10,094.36

Engineering cost to date $8,874.61, 88 %

Date project was completed September 19, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor worked Sunday and Monday policing shoulders and adding shoulder material as specified by Mr. Chandler.

This will be the last weekly report on this project.

NOTED
OSCAR CUTLER

NOTED

NOTED
L. H. Young

RECEIVED
SEP 2 6 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed H. E. Mayfield

Address Rm. 4, 506½ Main St., Springfield, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77080

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.15	3.15			
Miles partially completed					
Miles completed	3.15	3.15			
Total estimated quantities	91,000 CY	27,900 CY			
Estimated quantities moved or placed to date	82,800 CY	26,065 CY			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		10			
Average force on project for week		6			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	2					1	3
Men and teams							
Men and trucks under 3 tons	1						1
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Showers		
Saturday			

FORM 2-90X 37½ 2-54 73700

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 24th, 1955

SUBJECT:

To: Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

Reference is made to your letter of June 17th, regarding the proposed box culvert at Station 126+21 on the South Unit, Hayden Bridge-Donna contract.

Mr. Cattrall has contacted the County and suggested to them that they deal direct with the contractor for the construction of these items outside of the regular contract. This is agreeable with the County, but I assume you will arrange to furnish them with the details as to quantities and cost in order to negotiate with the contractor. Handling this item in this manner will eliminate the necessity of a price agreement with the contractor on our part and the necessity of segregating costs and attempting to secure the added money from the County.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A. Pease
Edwin A. Pease
Construction Office Engineer

EAP:AR

cc to: H. E. Mayfield
P. M. Stephenson
J. W. Cattrall ✓

NOTED
J. F. HAHNEMANN

FORM E30—50M—10-54—79488

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22nd, 1955

NOTED
J. W. CATTRALL

SUBJECT:

To: Mr. P. M. Stephenson
Bridge Engineer

In connection with the acquisition of right of way for the South Unit of the Hayden Bridge-Donna County Road Project, Contract No. 4352, the County has worked out a deal whereby in lieu of a cattle pass a concrete slab will be constructed from the end of the box culvert at Station 126+21 to the right of way line. I hand you herewith sketch of the details so that the proper design may be made and instructions issued to the field for the change in construction.

Before proceeding on this matter, it will be necessary to secure the approval of the County & City Relations Office, as the cost of this slab is to be borne by the County, and they have indicated to Resident Engineer Mayfield that they will bear the cost. However, in order that there may be no slip-up, I suggest we follow channels. I am, by copy of this letter, asking Mr. Cattrall to give you the green light or other appropriate instructions.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:AR
Enc.

NOTED
J. F. HAGEMANN

~~R.E.~~

cc to: W. C. Williams ✓
J. W. Cattrall ✓
Tom Edwards

County to pay Contractor

Direct. Joe

R JUN 23 1955 D
ENGINEER
[illegible]

6-23-55.

Ed Pease notified

CPR8 [illegible]38

State Or[illegible]gon
County Lane
Project No. S-145(2)

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

6-20-55

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 20th day of June, 55, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 1st day of June, 54, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 3.146 miles of grading, draining, and two-lane low type surfacing
(Character of work)

between FAS 210 immediately north of Eugene and Marcola,
(Control points)

consisting of 3.146 miles of roadway and no (Number) bridxxxxxxxxxxxxxxxxxxxxxxxxin xxxxxngth.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of eighty-six thousand and 00/100 dollars (86,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one hundred thirty-eight thousand, seven hundred ninety-seven and 45/100 dollars (138,797.45).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title)

By Chas H Reynolds

Member, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By

Division Engineer, Bureau of Public Roads

—32551

JUN 10 1955
DIVISION

JUN 22 1955

Oregon State Highway Department

Federal Aid Secondary
Project No. S-145 (2)

SOUTH UNIT, HAYDEN BRIDGE-DONNA SECTION OF THE EUGENE-MARCOLA ROAD IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 21, 1955

Type Code 2010
Roadway (Sta. 4+04 to Sta. 167+93.63)(Contract No. 4352)

All Required	Clearing and Grubbing	$	$ 1,000.00
200 cu. yds.	Drainage Excavation, Unclassified	1.00	200.00
91,000 cu. yds.	General Excavation, Unclassified	0.30	27,300.00
394,000 yd. sta.	Short Overhaul	0.05	19,700.00
24,000 C-yd.sta.	Long Overhaul	0.40	9,600.00
3.15 miles	Finishing Roadbed and Slopes	500.00	1,575.00
160 lin. ft.	12-Inch Concrete Pipe	1.95	312.00
490 lin. ft.	18-Inch Concrete Pipe	2.90	1,421.00
190 lin. ft.	24-Inch Concrete Pipe	3.85	731.50
60 lin. ft.	36-Inch Concrete Pipe	5.75	345.00
110 lin. ft.	78-Inch Corrugated Metal Pipe, 8 Gage	37.00	4,070.00
35 cu. yds.	Class "A" Concrete	25.00	875.00
4,500 lbs.	Metal Reinforcement	0.10	450.00
23,600 cu. yds.	Crusher-run Material in Surfacing	2.00	47,200.00
4,300 cu. yds.	3/4" - 0 Material in Surfacing	2.00	8,600.00
700 M-gal.	Sprinkling	4.00	2,800.00
	Subtotal		$126,179.50
	10% Engr. & Cont.		12,617.95
	Total		$138,797.45

Length of Roadway 3.146 Miles
Cost of Roadway Per Mile $44,118.70

Federal Funds..	$ 86,000.00
State Funds..	26,398.72
County Funds..	26,398.73
	$138,797.45

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds For Maint.: Chap. 529, Laws,1939.

Note: Necessary cash has been deposited by Lane County with the State Highway Department.

RECEIVED
JUN 8 1955
FOR FILING

S-145 (2)
4352

June 6, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 25, 1955, on Contract No. 4352, South Unit, Hayden Bridge-Donna Section in Lane County, in connection with Federal Aid Project No. S-145 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

BSP:la

NOTED

LONGVIEW FIBRE COMPANY

MAIN OFFICE AND MILLS, LONGVIEW, WASHINGTON

Longfibre KRAFT

NOTED
J. W. CATTRALL

RECEIVED
APR 29 1955
ENGINEER
[illegible] RELATIONS

LONGVIEW, WASHINGTON
April 28, 1955

NOTED
J. F. HAGEMANN

County Court
Lane County
Eugene, Oregon

Gentlemen:

Under date of December 30, 1954, the County Court passed a resolution, copy of which is enclosed herewith for your convenience.

Longview Fibre Company has purchased the property of Christian Logging Company, and conveyance of the road right-of-way to Lane County has been made.

We request that the 30-foot wide access road, which it was agreed by the attached resolution be located at Station 8+25 on the left or northerly side of the Springfield-Wendling Road (Hayden Bridge-Donna Section), be changed from Station 8+25 to Station 15+60.

We wish to make no change in the access road location granted at Station 35+68.

This matter has been taken up with the Oregon State Highway Department at Salem through Mr. John Cattrall, who advised the writer that the relocation of this access road would be satisfactory to the state, providing the Longview Fibre Company agreed that no obstruction to line of sight above highway level be permitted in the area bounded by a straight line drawn between points on the westerly boundary of the highway right-of-way at Stations 15+60 and 25+00 and the curved line of the westerly boundary of the highway right-of-way.

Providing the access road is constructed at Station 15+60, Longview Fibre Company does agree that no such obstructions will be permitted.

Suitable formal revision of the resolution of December 30, 1954 and advice as to action taken will be appreciated.

Yours very truly,

LONGVIEW FIBRE COMPANY

R. S. Wertheimer
Vice President and Resident Manager

RSW:LK
Enc.
cc Mr. Oscar Norberg-2
Mr. John Cattrall ✓
DR

SAN FRANCISCO 4 ONE MONTGOMERY STREET · LOS ANGELES 58 4955 MAYWOOD AVENUE · OAKLAND 21 8511 BLAINE STREET · SEATTLE 4 DEXTER-HORTON BUILDING · PORTLAND 4 U.S. NAT'L BANK BUILDING · YAKIMA HOLTZINGER BUILDING · ATLANTIC COAST BOX DIVISION GENERAL FIBRE BOX COMPANY SPRINGFIELD, MASSACHUSETTS

IN THE COUNTY COURT OF THE STATE OF OREGON FOR LANE COUNTY, SITTING IN AND FOR THE TRANSACTION OF COUNTY BUSINESS

IN THE MATTER OF THE RIGHT OF WAY)
OF THE SPRINGFIELD - WENDLING ROAD)
HADEN BRIDGE - DONNA SECTION)

RESOLUTION

WHEREAS, the Longview Fibre Company have an option dated October 19, 1[illegible] to buy from the Christian Logging Company a certain parcel of land, and Lane County proposes to acquire a right of way for the Springfield- Wendling Road on the parcel optioned.

It is HEREBY RESOLVED that, in the event that the Longview Fibre Company execute the option, mentioned above, and in the event that the Longview Fibre Company deed to Lane County the said road right of way, Lane County will do the following things to wit:

Lane County will grant access 30 feet wide on the left or northerly side of the road at stations 8/25 and 35/68 for ingress and egress to their mill property. Exhibit "A" is a sketch enclosed herewith, dated December 30, 1954, showing these approach roads;

Lane County will have the cut between station 5/00 and station 15/00 constructed with a side slope of 2:1 on the left or northerly side of the road;

Lane County will agree to cause the highway contractor to install at the County's expense a 18" cast iron pipe, to be furnished by the Longview Fibre Company, at station 24/00 and at a depth of 2 feet below the finish ditch grade on the uphill side of the highway, with the right of perpetual use thereof.

The above conditions are in addition to the conditions and requirements of the highway right of way option designated by file No. 22124.

IN THE MATTER OF THE RIGHT OF WAY)
OF THE SPRINGFIELD & WENDLING ROAD (
BADEN BRIDGE - DONNA SECTION)

RESOLUTION

WHEREAS, the Longview Fibre Company have an option dated October 19, 19[illegible] to buy from the Christian Logging Company a certain parcel of land, and Lane County proposes to acquire a right of way for the Springfield- Wendling Road on the parcel optioned.

It is HEREBY RESOLVED that, in the event that the Longview Fibre Company execute the option, mentioned above,and in the event that the Longview Fibre Company deed to Lane County the said road right of way, Lane County will do the following things to wit;

Lane County will grant access 20 feet wide on the left or northerly side of the road at stations 8/25 and 25/66 for ingress and egress to their mill property. Exhibit "A" is a sketch enclosed herewith, dated December 30, 1954, showing these approach roads;

Lane County will have the cut between station 5/00 and station 15/00 constructed with a side slope of 2:1 on the left or northerly side of the road;

Lane County will agree to cause the highway contractor to install at the County's expense a 12" cast iron pipe, to be furnished by the Longview Fibre Company, at station 24/00 and at a depth of 2 feet below the finish ditch grade on the uphill side of the highway, with the right of perpetual use thereof.

The above conditions are in addition to the conditions and requirements of the highway right of way option designated by file No. R2184.

Dated this 30th day of December 1954

LANE COUNTY BOARD OF COMMISSIONERS

By

(Commissioner)

Kenneth Nielsen
(Commissioner)

Ralph Petersen
(Commissioner)

RECEIVED
FEB 28 1955
FOR FILING

S-145(2)

February 25, 1955

Allum Bros.
P. O. Box 253
Eugene, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4352, which was awarded to you on January 26 by the State Highway Commission, for grading and surfacing on the South Unit, Hayden Bridge-Donna Section of the Eugene-Marcola Road in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

Form A-180 10M 3-54

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

RECEIVED
FEB 4 1955
ENGINEER
COUNTY CITY RELATIONS

Lane County
Eugene, Oregon

Attn: Board of County Commissioners

Invoice No. 37738

Date February 1, 1955

Your Req. No.

Billing Request No. cc-131

Credit distribution: 520-1005-297

NOTED
J. F. [illegible]

Advance Deposit	28,350.00
S. Unit, Hayden Bridge-Donna, Lane County FAS project, covered by agreement dated January, 1955. Partial transfer County's share total cost.	23,350.00
To be retained	5,000.00

RECEIVED
FEB 4 1955
ENGINEER
COUNTY CITY RELATIONS

710228

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm
Att.

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

January 26, 1955

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

NOTED
J.F. HAGEMANN

Dear Mr. Polk:

Attached are three copies each of an encroachment resolution and maintenance agreement covering Oregon Project No. S-145(2), South Unit, Hayden-Donna Bridge Section of the Eugene-Marcola Road, FAS 228, in Lane County.

We have on file executed copies of an agreement covering Marion County's participation in the total estimated cost of the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm
Att.

Filed J

FEB 18 1955

S-145(2)

4352

January 26, 1955

NOTED
J. Mc C.

Allum Bros.
P. O. Box 253
Eugene, Oregon

Gentlemen:

The State Highway Commission on January 19, 1955 accepted your proposal for construction of the South Unit, Hayden Bridge-Donna Section of the Eugene-Marcola Road about 2 miles northeast of Springfield in Lane County for the sum of $126,179.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4352.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:cl

cc Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attn. Dorothy McCormack

R. G. Savage (SIAC)
H. G. Smith
S. H. Probert

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram
FULL RATE TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHIP RADIOGRAM ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

(FILES)

Salem, Oregon
January 26, 1955
11:22 A. M.

Allum Bros.
Eugene, Oregon

Contract for South Unit, Hayden Bridge-Donna Section of the Eugene-Marcola Road in Lane County for which you submitted low bid on January 19, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

Secretary

rn
Enc. 2

RECEIVED
JAN 27 1955
FOR FILING

Court
Fed Aid
Brg. & Orig.

5- 145(2)

January 26, 1955

Board of County Commissioners
Lane County Court House
Eugene, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Lane County one fully executed copy each of a Maintenance Agreement and Finance Agreement between the State Highway Commission and Lane County covering the South Unit, Hayden-Donna Bridge Section of the Eugene-Markola Road, FAS 228.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
JAN 27 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 26, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

W. C. WILLIAMS

We have received this date an advance deposit of $28,350 from Lane County in connection with the South Unit, Hayden Bridge-Donna Section of FAS 228. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm

cc: Mr. S. H. Probert

RECEIVED
JAN 26 1955

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

January 26, 1955

Lane County Board of Commissioners
Court House
Eugene, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

This is to acknowledge receipt of the following items in connection with the project on the South Unit, Hayden Bridge-Donna section of FAS 228:

1. Letter stating that Lane County will construct an O-1 oil mat to state highway standard specifications on the South Unit Hayden Bridge-Donna section of FAS 228 following completion of Project S-45(2).

2. Letter stating that Lane County has obtained options on all necessary right of way on the above project.

3. Lane County Warrant No. 7139 in the amount of $28,350 representing the County's advance share in the total estimated cost of the construction of the above project.

Contract No. 4352 has been awarded to Allum Bros. and a copy will be forwarded as soon as available.

Thank you for your cooperation in this matter.

Very truly yours,

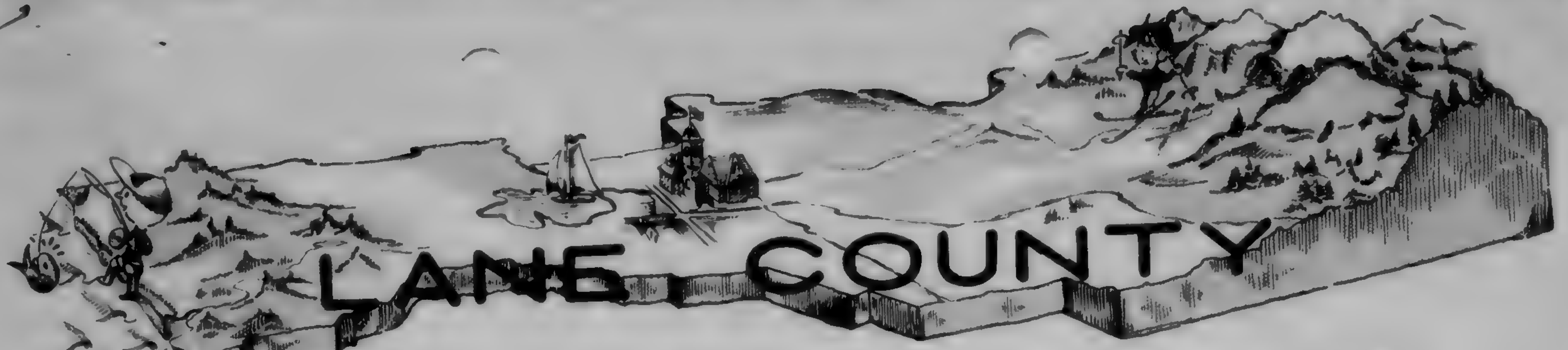
R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:JFH:mm

cc: Mr. Oscar Norberg, County Engineer



BOARD OF COUNTY COMMISSIONERS
KENNETH NIELSEN, COMMISSIONER
ROBERT D. MACLAY, COMMISSIONER
RALPH PETERSEN, COMMISSIONER

HARRY L. CHASE, CLERK
EDWARD W. ELDER, SHERIFF
C. E. LUCKEY, DISTRICT ATTORNEY
GEO. A. STOCK, ASSESSOR
GLADYS MCBAIN, CHIEF TAX DEPUTY

EUGENE, OREGON

GRACE SCHISKA, TREASURER
P. M. MORSE, SURVEYOR
OSCAR NORBERG, ENGINEER
LUCILLE L. KLINGE, SCHOOL SUPT.
FRED S. BUELL, CORONER
W. A. BORTZ, VETERAN SERVICE
HELEN SORANSON, COUNTY LAND AGENT
O. S. FLETCHER, AGRICULTURAL AGENT
A. TRIOLO, COUNTY HEALTH OFFICER
MARK HATHAWAY, CONSTABLE

January 25, 1955

NOTED
J. W. CATTRALL

Oregon State Highway Commission
Salem, Oregon

Attn: Mr. John W. Cattrall
City & County Relations Engineer.

Dear Sirs:

This is in regard to the South Unit, Hayden Bridge-Donna Section of FAS 228, Lane County, Oregon.

This letter is to state that Lane County will construct an O-11 oil mat that will comply with the standard Specifications of the State Highway Department on the South Unit, Hayden Bridge-Donna Section of FAS 228 immediately following completion of FAS project S-145(2), as weather permits. This oil mat is to be a component part of stage construction and will be resurfaced with asphaltic concrete after the road has consolidated and there is a need for the resurfacing.

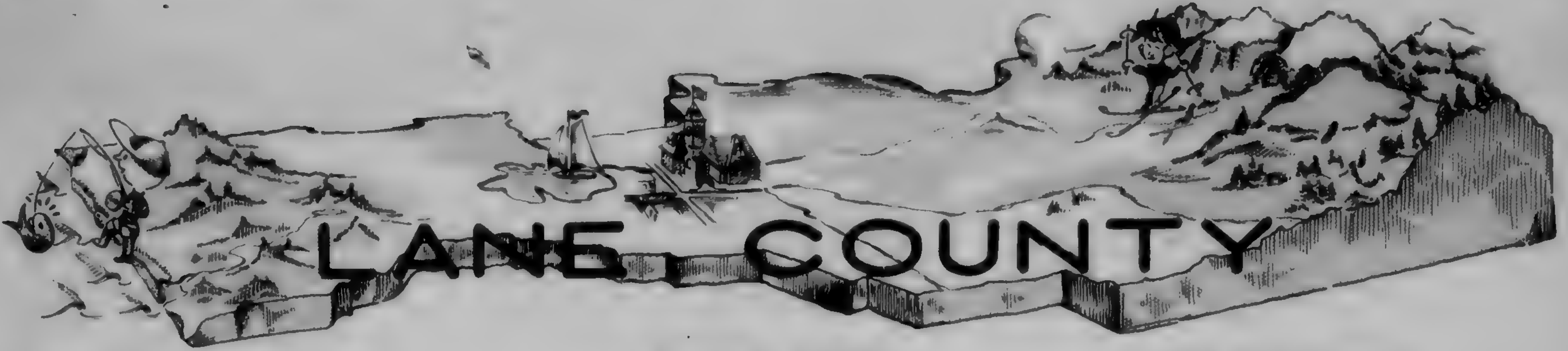
BOARD OF COUNTY COMMISSIONERS
By:

Ralph Petersen
(Commissioner)

Kenneth Nielsen
(Commissioner)

Robert W. Straub
(Commissioner)

RECE
JAN 26 1955



BOARD OF COUNTY COMMISSIONERS
KENNETH NIELSEN, COMMISSIONER
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HARRY L. CHASE, CLERK
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HELEN SORANSON, COUNTY LAND AGENT
O. S. FLETCHER, AGRICULTURAL AGENT
A. TRIOLO, COUNTY HEALTH OFFICER
MARK HATHAWAY, CONSTABLE

January 25, 1955

Oregon State Highway Commission
Salem, Oregon

Attn: Mr. John W. Cattrall
Engineer, City & County Relations

Dear Sir:

This letter is to certify that Lane County has obtained options on all of the right of way necessary on the South Unit, Hayden Bridge-Donna Section of the FAS 228. Lane County will exercise these options as rapidly as possible.

NOTED
J. W. CATTRALL

BOARD OF COUNTY COMMISSIONERS
By:

Ralph Petersen
(Commissioner)

Kenneth Nielsen
(Commissioner)

Robert W. Straub
(Commissioner)

RECEIVED
JAN 26 1955
ENGINEER
COUNTY & CITY RELATIONS

Form

LANE COUNTY

BOARD OF COUNTY COMMISSIONERS
KENNETH NIELSEN, COMMISSIONER
ROBERT D. MACLAY, COMMISSIONER
RALPH PETERSEN, COMMISSIONER

HARRY L. CHASE, CLERK
EDWARD W. ELDER, SHERIFF
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HELEN SORANSON, COUNTY LAND AGENT
O. S. FLETCHER, AGRICULTURAL AGENT
A. TRIOLO, COUNTY HEALTH OFFICER
MARK HATHAWAY, CONSTABLE

January 25, 1955

Oregon State Highway Commission
Salem, Oregon

Attn: Mr. John W. Cattrall

NOTED
J. W. CATTRALL

Dear Sir:

This is in regard to the advance deposit to be made by Lane County in connection with the South Unit, Hayden Bridge-Donna Section of FAS 228. Enclosed herewith is a check for $28,350.00 to the Oregon State Highway Commission for Lane County's 20% of the cost of of the project as per the agreement between the State and Lane County.

BOARD OF COUNTY COMMISSIONERS
By:

Ralph Petersen
(Commissioner)

Kenneth Nielsen
(Commissioner)

Robert W Straub
(Commissioner)

Lane Co. warrant no. 7139
For $28,350.00 to Acct.
Dep. 1-26-55
F Query

RECEIVED
JAN 26 1955
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
JAN 26 1955
OREGON
STATE HIGHWAY COMMISSION

Form cc-32 (1954 Rev.)

AGREEMENT

1-14-55

The County of Lane, State of Oregon, hereinafter referred to as County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 3.146 miles of FAS Highway 228 from Highway Engineer's Survey Station 4+04 at Hayden Bridge northeasterly to Highway Engineer's Survey Station 167+93.63 near Mohawk known as South Unit, Hayden Bridge-Donna Section, and to be designated as Oregon Project S-145(2), and will recommend its approval by the Secretary of Commerce for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto; subject, however, to the condition that the County shall provide for its proper maintenance after completion of its improvement.

2. That the said County hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Secretary of Commerce, and agrees that if such project is approved and constructed by the Highway Department and the Department of Commerce, Bureau of Public Roads, it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County hereby agrees to bear the cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

4. That the said County hereby agrees to assume jurisdiction and control of the section or sections of county road or roads eliminated from the route to be constructed and shall maintain or vacate them as the said County may determine.

5. That the said County hereby agrees to establish as a county road, pursuant to the provisions of the laws of the State of Oregon, the relocated section or sections of the proposed road.

6. That the said County hereby agrees that:

   a. All signs and traffic control devices and other protective structures erected on or in connection with this project shall be in conformity with such manual of uniform traffic-control devices as may be adopted by the American Association of Highway Officials, approved by the Highway Department, and concurred in by the Department of Commerce, Bureau of Public Roads.

   b. No signs (other than those specified in paragraph 'a' above), posters, billboards, roadside stands, or other private installations shall be permitted within the right of way limits of this project.

IN WITNESS WHEREOF, the parties hereunto affixed their signatures, the County on the 14th day of January, 19 55, and the Highway Department on the 19th day of January, 1955.

COUNTY OF LANE

By Ralph Petersen
Chairman

By ______________________
County Commissioner

By Robert W. Stewart
County Commissioner

Attest:

Harry L. Chase
County Clerk
Eva J. Duckworth, Deputy

OREGON STATE HIGHWAY COMMISSION

/s/ By Ben R. Chandler
As Chairman

/s/ By Chas. H. Reynolds
As Commissioner

/s/ By M. K. McIver
As Commissioner

Attest:

/s/ H. B. Glaisyer
Secretary

I, H. B. Glaisyer, hereby certify that I am the duly appointed, qualified and acting Secretary to the Oregon State Highway Commission; that I have compared the foregoing Agreement with the original thereof on file in this office and that the same is a true and correct copy of said original and of the whole thereof.

Dated this 19th day of January, 19 55

H B Glaisyer
Secretary

Form cc-12 (1954 Rev.)

OREGON PROJECT S-145(2)
FAS 228

RESOLUTION

1-14-55

WHEREAS, a county road in Lane County, State of Oregon, known as the Eugene-Marcola County Road, is routed through the County of Lane, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Lane County, the section adopted for improvement being more particularly described as follows; to wit:

> From Station 4+04 at Hayden Bridge northeasterly to Station 167+93.63, a point approximately 3/4 of a mile northeast of Mohawk, a distance of 3.146 miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Lane will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Lane County, Oregon, that no encroachments will be permitted on the county road known as the Eugene-Marcola County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the Board of Commissioners ~~County Court~~ of Lane County, Oregon, this 14 day of January, 1955.

By Ralph Peterson
Chairman ~~County Judge~~

Attest:

Harry S. Chase
County Clerk
Eva S. Duckworth Deputy

By ________________
County Commissioner

By Robert W Straub
County Commissioner

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JAN 27 1955
FOR FILING

Const
Fed. Aid
Prog. [illegible]

S 145(2)

Maint. - 210
Finance - 66

Salem, Oregon
January 26, 1955

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Lane County covering the South Unit, Hayden-Donna Bridge Section of the Eugene-Marcola Road, FAS 228.

The original of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the Board of County Commissioners, Lane County, Oregon.

Secretary

rn
Attach: 5

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

NOA

FORM E-30 25M 9-51 68318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1955

AGENDA
JAN 18 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

4 [illegible] of Maintenance [illegible] "
1 " " Finance " "

Attached are three copies of a finance agreement covering the South Unit, Hayden-Donna Bridge Section of the Eugene-Markola Road, FAS 228, in Lane County. Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on January 21, 1954.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

RECEIVED
JAN 17 1955
OFFICE OF
STATE HIGHWAY ENGINEER

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-21-54- Minute Page 28

NOA

(A) 2 copies [illegible]
2 copies [illegible] to Co. [illegible]

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

January 20, 1955

Lane County Board of Commissioners
Court House
Eugene, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On January 19th the Highway Commission received a satisfactory bid from Allum Bros. of Eugene for construction of the South Unit, Hayden Bridge-Donna section of FAS 228. As per the agreement between the County and State, the following advance deposit by Lane County is required prior to award of a contract:

Bid Items	$126,179.50
12-1/2% Engineering & Contingencies	15,772.44
Estimated Total Cost.......	$141,951.94
Advance Deposit (20% of Est. Cost).	$ 28,350.00

Please make this deposit by means of a warrant or check in the amount of $28,350 payable to the Oregon State Highway Commission, forwarding same to this office. Also, forward a letter signed by the Board certifying that options for all required right of way have been obtained and that the County will proceed to exercise these options as rapidly as possible, and a letter signed by the Board stating that Lane County agrees to place an O-11 type oil mat equal to State specifications on the South Unit, Hayden Bridge-Donna section of FAS 228 immediately following completion of FAS project S-145(2), as weather permits. This second letter should also acknowledge that this O-11 is being placed as a component of stage construction and that paving will be placed after the road has consolidated and as the need develops.

Upon receipt of the deposit and above described letters a contract will be awarded.

Based on the above estimated total cost, Lane County has a balance of available FAS funds of approximately $32,000 (including State, Federal, and County funds) for programming on another project. If you wish to add this $32,000 to the $422,000 presently programmed for the Knowles Creek Tunnel, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:mm
cc: Mr. Oscar Norberg, County Engineer

RECEIVED
JAN 20 1955
FOR FILING

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[illegible]
[illegible]

S-145(2)

January 20, 1955

Allum Brothers
P. O. Box 253
Eugene, Oregon

Gentlemen:

The State Highway Commission on January 19, 1955 accepted your bid in the amount of $126,179.50 for grading and stone surfacing on the South Unit, Hayden Bridge-Donna Section of the Eugene-Marcola Road northeast of Springfield in Lane County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
JAN 5 - 1955
FOR FILING
OREGON DISTRICT

Const
Fed Aid
Prog. Pro.

(S-145(2))

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

January 4, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The December 22, 1954 request for individual project program change, Item 273, Project S-145(2), Federal-aid Secondary Highway Program, Supplement No. 25, was approved for the Commissioner of Public Roads by Division Engineer's endorsement of December 27, 1954. This letter will confirm our previous verbal notification regarding this matter.

The termini of the project will now read from "2.0 mile East of Springfield, east 3.1 miles", length 3.10 miles, and character of work "Grade and drain, 2-lane low type surfacing."

Under the present plan it is anticipated that Lane County is to perform paving work without Federal participation.

Very truly yours,

C G Polk

C. G. POLK
District Engineer

RECEIVED
JAN 4 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

December 29, 1954

FAS 228

Mr. Oscar Norberg
Lane County Engineer
Court House
Eugene, Oregon

Dear Mr. Norberg:

Enclosed are four copies each of two revised real estate options in connection with the Christian Logging Company and the Longview Fibre Company on the Hayden Bridge-Donna project.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
J. F. HAGEMANN

By

John W. Cattrall
Engineer, County and City Relations

JWC:mm
Encl.

FORM 230—50M—4-54—74386

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
December 29, 1954

SUBJECT: File No. 22742 and 22184
Hayden Br.-Donna Section
Springfield-Wendling County Road

To:

Mr. John R. Cattrall
City and County Relations Engineer
OFFICE

Dear Mr. Cattrall:

Attached you will find one revised and one new option form, each in quadruplicate, covering right of way to be acquired in connection with the Hayden Bridge-Donna Section of the Springfield-Wendling County Road in Lane County.

File No. 22184 has been split in order to show that portion of the property optioned to Longview Fibre Co.

File No.	Name	Area
22742	Christian Logging Co. optioned to Longview Fibre Co.	5.90 acres
22184	Christian Logging Co.	1.61 acres

Very truly yours,

R. L. PORTER
Right of Way Engineer

By Earl F. Saling
Earl F. Saling
Right of Way Office Manager

ML:ls

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DEC 29 1954
ENGINEER
COU[illegible]LATIONS

FH 5228

FORM 230—20M—4-54—74396

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 13, 1954

SUBJECT: Hayden Bridge-Yarnell Church Unit
Hayden Bridge-Donna Section
Springfield-Wendling County Road
Lane County

To: Mr. John Cattrall
City - County Relations Engineer
OFFICE

NOTED

NOTED
Harold C. [illegible]

Dear Mr. Cattrall:

Attached you will find two revised option forms in quadruplicate covering right of way to be acquired in connection with the Hayden Bridge-Yarnell Church Unit of the Hayden Bridge-Donna Section of the Springfield-Wendling County Road in Lane County, together with copies of Statements of Information.

Attached also are three revised prints of map No. 7 B-28-6 dated December 13, 1954, in connection herewith.

File 22184	Christian Logging Company	7.39 acres
22185	Hugo and Anna Sandgathe	2.16 acres

Yours truly,

R. L. PORTER
Right of Way Engineer

By Earl F. Saling

EARL F. SALING
Right of Way Office Mgr.

ML:wo

cc: R. L. Porter
cc: John Cattrall

To C.
12/14/54
J.F.H.

NOTED
J. F. HATHAWAY

NOTED
V. R. [illegible]

NOTED

November 29, 1954

Mr. Oscar Norberg
Lane County Engineer
Eugene, Oregon

FAS 228, Lane County

NOTED
J. F. HAGEMANN

Dear Mr. Norberg:

In reply to your letter of November 22nd I wish to inform you that the Marcola Road project is being revised in accordance with the data that you submitted. The right of way descriptions are being prepared and will be forwarded as soon as they are available.

The project will be ready for advertisement for bids as soon as all right of way has been acquired.

Very truly yours,

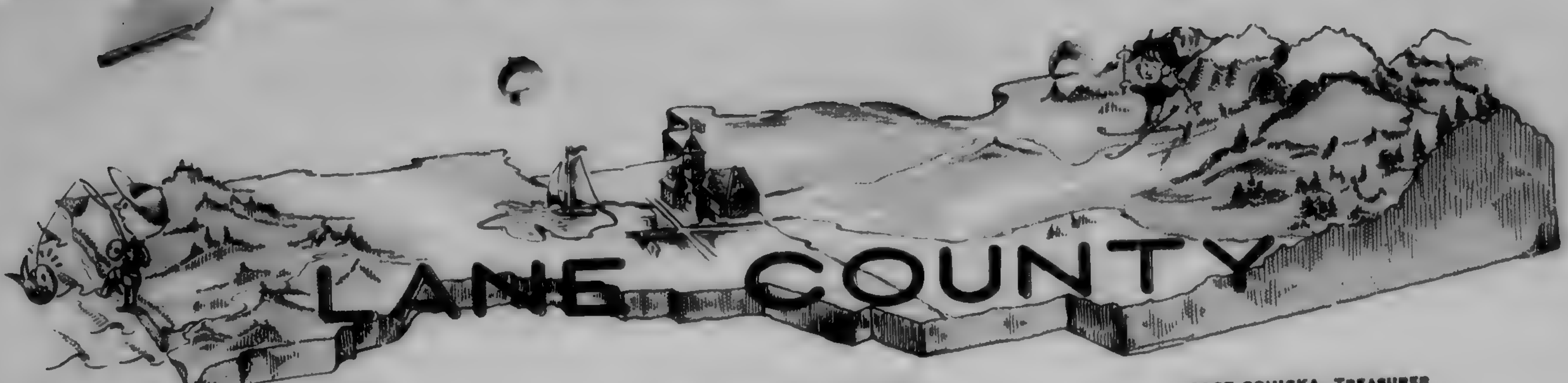
R. H. Baldock
State Highway Engineer

By

NOTED
J. W. CATTRALL

John W. Cattrall
Engineer, County and City Relations

JWC:mm



EUGENE, OREGON

BOARD OF COUNTY COMMISSIONERS
KENNETH NIELSEN, COMMISSIONER
ROBERT D. MACLAY, COMMISSIONER
RALPH PETERSEN, COMMISSIONER

HARRY L. CHASE, CLERK
EDWARD W. ELDER, SHERIFF
C. E. LUCKEY, DISTRICT ATTORNEY
GEO. A. STOCK, ASSESSOR
GLADYS McBAIN, CHIEF TAX DEPUTY

GRACE SCHISKA, TREASURER
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OSCAR NORBERG, ENGINEER
LUCILLE L. KLINGE, SCHOOL SUPT.
FRED S. BUELL, CORONER
W. A. BORTZ, VETERAN SERVICE
HELEN SORANSON, COUNTY LAND AGENT
O. S. FLETCHER, AGRICULTURAL AGENT
A. TRIOLO, COUNTY HEALTH OFFICER
MARK HATHAWAY, CONSTABLE

November 22, 1954

Mr. John W. Cattrall
City & County Relations Engineer
State Highway Department
Salem, Oregon

Dear Sir:

The Longview Fibre Company, Longview, Washington, are asking about the status of the Marcola Road where it effects their proposed mill site. I wrote them that I would check with you regarding this and let them know.

I did not think to ask you while we were in Portland, but I suppose the revision will go through the way we staked it. The Salem office will probably write the description for the revised section.

Today I will try to get a decision on the R/W from the commissioners. One is adverse to the options now signed and one has not been well and I havn't seen him since he left for the Portland meeting a week ago. I shall let you know what develops.

The purpose of this letter is to get some information of the status of this job to forward to the Longview Fibre Company. They are probably anxious to know what move to make regarding their mill site. You may have some information to send them direct that can help them out.

Yours truly,

Oscar Norberg

Oscar Norberg,
County Engineer

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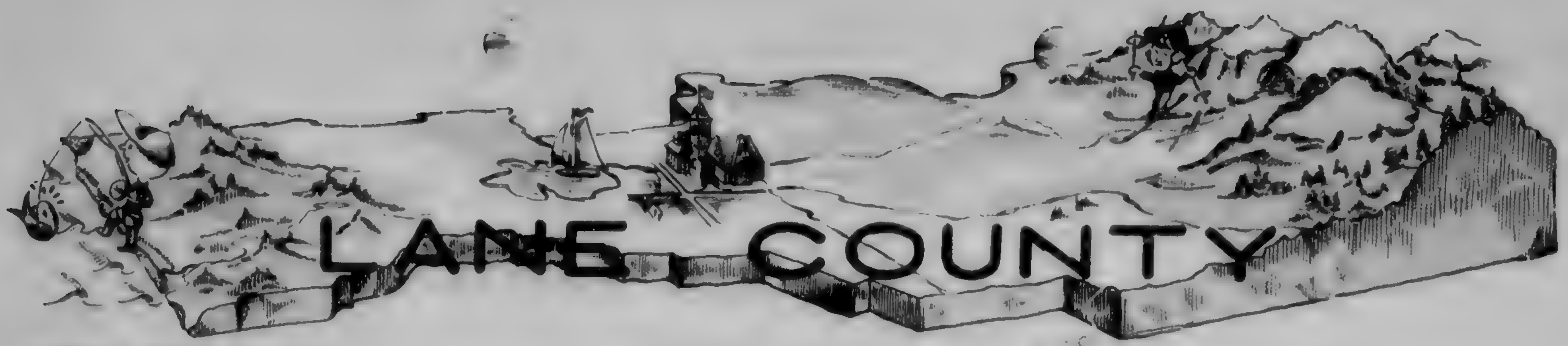
NOV 2 3 1954
ENGINEER
CO [illegible] RELATIONS



BOARD OF COUNTY COMMISSIONERS
KENNETH NIELSEN, COMMISSIONER
ROBERT D. MACLAY, COMMISSIONER
RALPH PETERSEN, COMMISSIONER

HARRY L. CHASE, CLERK
EDWARD W. ELDER, SHERIFF
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EUGENE, OREGON

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LUCILLE L. KLINGE, SCHOOL SUPT.
FRED S. BUELL, CORONER
W. A. BORTZ, VETERAN SERVICE
HELEN SORANSON, COUNTY LAND AGENT
O. S. FLETCHER, AGRICULTURAL AGENT
A. TRIOLO, COUNTY HEALTH OFFICER
MARK HATHAWAY, CONSTABLE

November 8, 1954

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Oregon State Highway Commission
Salem, Oregon

NOTED

Attention: J.W. Cattrall:

Due to a proposed industrial improvement immediately east of Hayden Bridge, Lane County is requesting that approximately a 2000' revision in the alignment of the Hayden Bridge-Donna project be made. After this revision the county is ready to proceed with the project on the following basis:

1. The county engineer will immediately proceed to make the survey and submit field data to the Highway Commission for the line revision.
2. The county will complete the acquisition of required right-of-way and submit option forms as soon as possible.
3. The FAS project will include grading, base material, and a crushed levelling course only. The county will then pave it with county forces.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS
By Robt D Maclay
County Commissioner

Kenneth Nielsen
County Commissioner

Ralph Petersen
County Commissioner

NOTED

LANE COUNTY

EUGENE, OREGON

BOARD OF COUNTY COMMISSIONERS
KENNETH NIELSEN, COMMISSIONER
ROBERT D. MACLAY, COMMISSIONER
RALPH PETERSEN, COMMISSIONER

HARRY L. CHASE, CLERK
EDWARD W. ELDER, SHERIFF
C. E. LUCKEY, DISTRICT ATTORNEY
GEO. A. STOCK, ASSESSOR
GLADYS MCBAIN, CHIEF TAX DEPUTY

GRACE SCHISKA, TREASURER
P. M. MORSE, SURVEYOR
OSCAR NORBERG, ENGINEER
LUCILLE L. KLINGE, SCHOOL SUPT.
FRED S. BUELL, CORONER
W. A. BORTZ, VETERAN SERVICE
HELEN SORANSON, COUNTY LAND AGENT
O. S. FLETCHER, AGRICULTURAL AGENT
A. TRIOLO, COUNTY HEALTH OFFICER
MARK HATHAWAY, CONSTABLE

October 13, 1954

NOTED
J. W. CATTRALL

John W. Cattrall
Engineer, County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cattrall:

Thank you for your letter of October 11. We are starting condemnation proceedings on the Christian land on the Eugene Marcola county road project. It was decided at a meeting this morning that we would not call for bids on this job until the results were learned relative to the condemnation. For your information, we do have a right of way option on the balance of land necessary for this project, but we feel the prices are high.

RECEIVED
OCT 18 1954

Very truly yours,

BOARD OF COUNTY COMMISSIONERS
By R. D. Maclay
County Commissioner

Kenneth Nielsen
County Commissioner

Ralph Petersen
County Commissioner

RDM:rw

RECEIVED
OCT 18 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED
J. F. HAGEMANN

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

October 11, 1954

Lane County Board of Commissioners
Court House
Eugene, Oregon

NOTED
Harold C. A[illegible]rs

NOTED
J. F. HAGEMANN

Gentlemen:

Reference is made to the Hayden Bridge-Donna FAS project on the Eugene-Markola County Road, FAS 228. It is tentatively planned to accept bids on this project at the December Highway Commission meeting providing all required right of way has been obtained in time.

If bids are accepted in December all right of way should be obtained by the latter part of November. It would be appreciated if you would advise us of the status of the right of way acquisition at this time.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

OTED
CATTRALL

August 30, 1954

NOTED
J. W. CATTRALL

Lane County Board of Commissioners
Court House
Eugene, Oregon

NOTED
Harold C. Ayers

NOTED
V. R. JONES

Gentlemen:

Enclosed are four copies each of six right of way options covering right of way required in connection with the West Unit, Hayden Bridge-Donna Section of FAS 228. Under separate cover we are forwarding three prints each of maps nos. 7B-26-6 and 7B-28-18 upon which the location of the property covered by these options is shown.

It would be appreciated if you will do everything possible to immediately obtain execution of the options as we would like to advertise this project for bids at the September 23-24 Commission meeting. Please return one signed copy of each option to this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
F. HAGEMANN

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

FORM E-30X 37½ 3-54 73730

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 26, 1954

SUBJECT: Hayden Bridge-Yarnell Church Unit
Hayden Bridge-Donna Section
Springfield-Wendling County Road
Lane County

To: Mr. John Cattrall
City- County Relations Engineer
OFFICE

Dear Mr. Cattrall:

Attached you will find two revised and two new option forms in quadruplicate covering right of way to be acquired in connection with the Hayden Bridge-Yarnell Church Unit of the Hayden Bridge-Donna Section of the Springfield-Wendling County Road in Lane County. This contract is scheduled for letting September 24, 1954.

Attached also are three prints each of map No. 7B-28-6 and 7B-28-18, on which we have stamped our date of August 26, 1954.

22186	Manley A. and Sara D. Spores	5.10 acres	Revised
22187	Josie H. Moore	6.13 acres	Revised
22324	Geneva M. Seavey	6.94 acres	
22325	Peter Hansen and Vera Hansen	2.88 acres	

Yours truly,

R. L. PORTER
Right of Way Engineer

By Earl F. Saling
EARL F. SALING
Right of Way Office Mgr.

Also 22184
22185

ML:wo

cc: John Cattrall
cc: R. L. Porter

RECEIVED
AUG 26 1954
ENGINEER
CITY-COUNTY RELATIONS

RECEIVED
AUG 24 1954
FOR FILING

Const
RW
Co Rds - Lane

5200 FAS 228

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 23, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

L

Referring to Assignment No. 5200, I wish to advise that the delay in completing the location on the Hayden Bridge-Donna Section has been caused by the fact that the Lane County Court have been unable to make up their mind what they wanted. The matter has now been resolved and a good location has been secured from Hayden Bridge to a point on the existing road 3.1 miles northeasterly. The revised location, which is on good standards of grade and alignment, follows roughly parallel and southeasterly of the existing road.

All field data is now in the Salem office and will be given to the design room for preparation of plans in the immediate future.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js

RECEIVED
AUG 23 1954
OFFICE OF
STATE HIGHWAY ENGINEER

ST 85

August 20, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: County & City Relations

Dear Sir:

Our Division Office has approved the revision of Oregon FAS Route 228 in Lane County, Oregon (as a minor system change) effective August 18, 1954, see letter through this office with attached supplemental tabulation No. 85.

This is a further revision of the route over that approved on May 24, 1954.

Please provide this office with the usual number of copies of revised system tabulation pages to complete our records.

Very truly yours,

C. G. POLK
District Engineer

Encl.

RECEIVED
AUG 23 1954
OREGON
STATE HIGHWAY COMMISSION

August 18, 1954

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Through: Mr. C. G. Polk,
District Engineer

Dear Mr. Baldock:

We approve, effective this date, the revision of FAS Route 228 of the Federal Aid Secondary Highway System. The revised route is approved as described in the attached tabulation and as shown on the map forwarded with your letter of August 12 to Mr. C. G. Polk, District Engineer.

The statement in the above mentioned letter is accepted as evidence of compliance with the requirement of Section 3(b) of the Federal-Aid Highway Act of 1944 relative to cooperation with appropriate local road officials.

This approval does not change the established secondary highway system mileage for Oregon.

Very truly yours,

F. E. ANDREWS,
Acting Division Engineer

Attach.

CC: CLARK
2 POLK

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1954

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

Enclosed is a suggested letter to the B.P.R., with attachments requesting a minor revision in the route of FAS 228 in Lane County. The proposed revision conforms with the revised line located by our engineering crews for the Hayden Bridge-Donna project.

If satisfactory, four copies of S.T. No. 85, three copies of the map, and three copies of the letter of transmittal should be forwarded to the B.P.R.

John F. Hagemann
John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
Encl.

RECEIVED
AUG 13 1954
OFFICE OF
STATE HIGHWAY ENGINEER

ASSIGNMENT

Date: July 5, 1954 No. S-08 By WCW

Description: Letter of July 2 by John F. Hagemann, sketch attached; re proposed FAS project on Eugene-Marcola County Road, FAS 228.

Acknowledged by____ Referred to ____ Smith

- _ Investigate and report with recommendation
- X Such action as necessary and report
- _ Comment or recommendation
- _ Return with rough draft of reply
- _ Prepare reply for signature of Mr.______
- _ Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Executed 8-23-54 Report Received______
ma

State of Oregon

FEDERAL-AID SECONDARY SYSTEM

Supplemental Tabulation No. 85

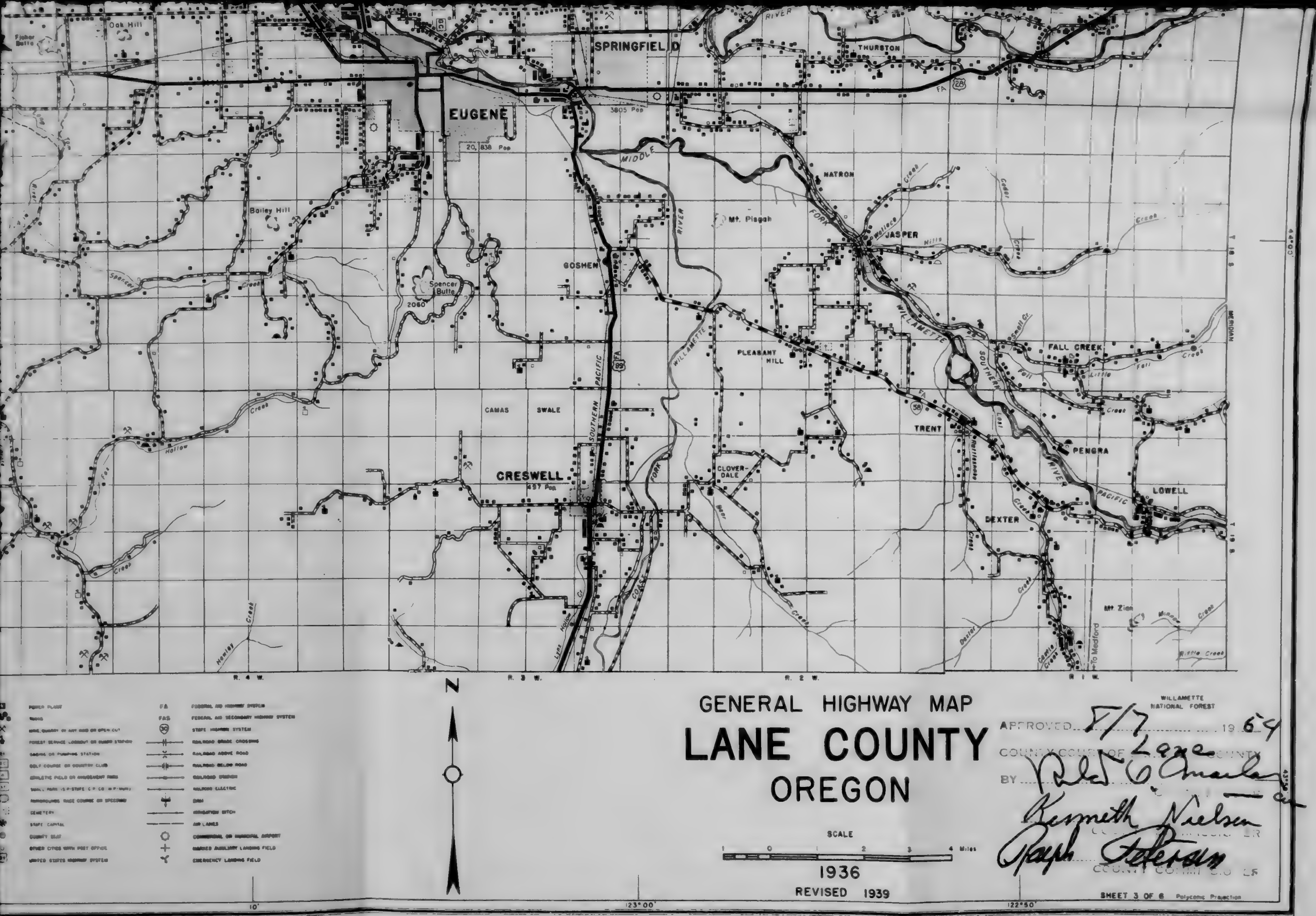
Road Designation		Brief Description of Road and Termini	County	Mileage on State Highway System	Mileage on Local System	Total Length
FAS Road No.	State or Local Road No.					
228	617 509 501	From FAS 210 immediately north of Eugene, easterly and northeasterly to Marcola	Lane	--	17.00	17.00

State of Oregon

FEDERAL-AID SECONDARY SYSTEM

Supplemental Tabulation No. 85

Road Designation		Brief Description of Road and Termini	County	Mileage on State Highway System	Mileage on Local System	Total Length
FAS Road No.	State or Local Road No.					
228	617 509 501	From FAS 210 immediately north of Eugene, easterly and northeasterly to Marcola	Lane	--	17.00	17.00

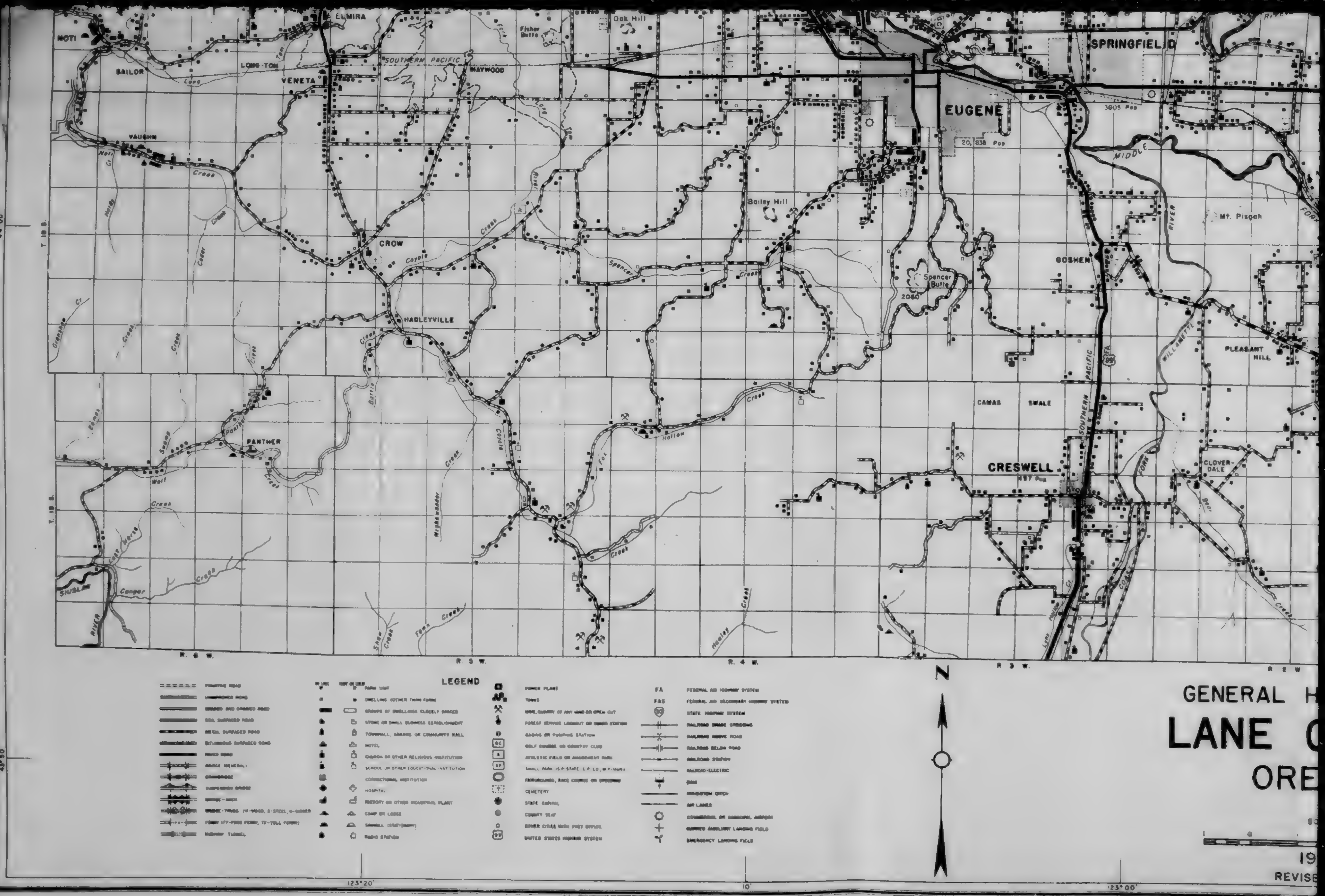


GENERAL HIGHWAY MAP
LANE COUNTY
OREGON

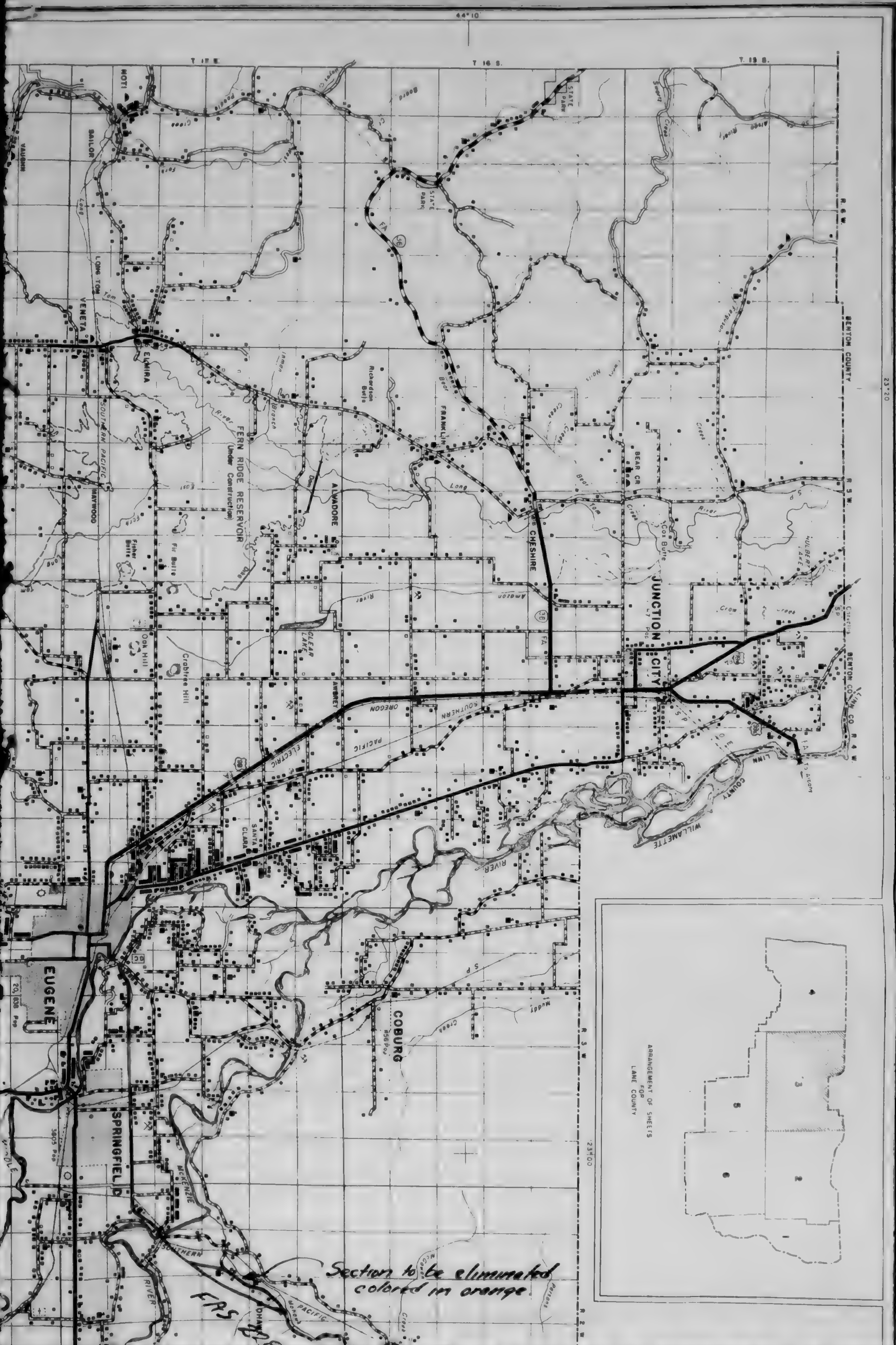
1936
REVISED 1939

APPROVED 5/7 1964
COUNTY COURT OF Lane COUNTY
BY [illegible]
Kenneth Nielsen
COUNTY COMMISSIONER
Ralph Peterson
COUNTY COMMISSIONER

SHEET 3 OF 6 Polyconic Projection

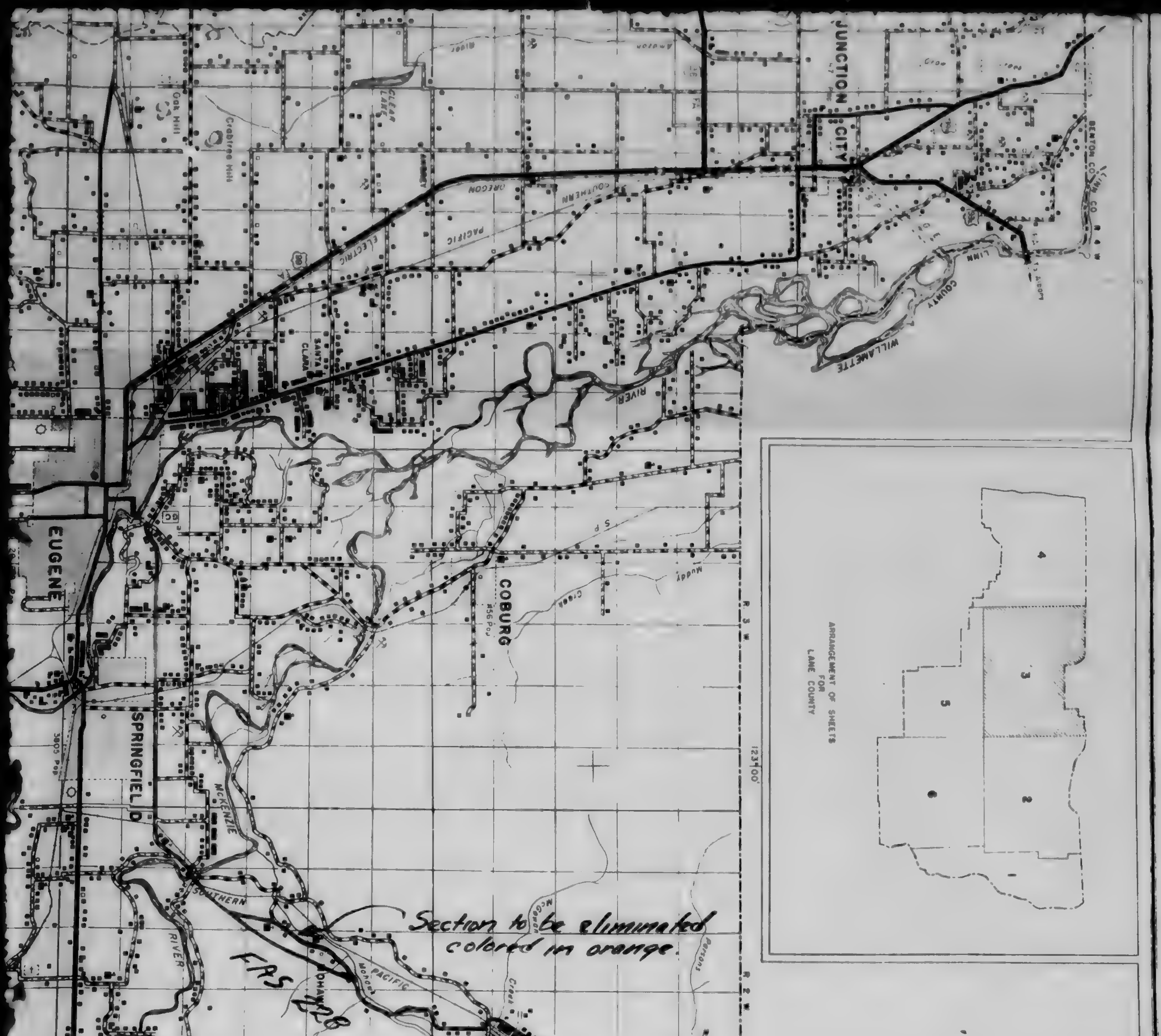


43°50'
44°00'
T. 19 S.
T. 18 S.
R. 6 W.
R. 5 W.
R. 4 W.
R. 3 W.
R. 2 W.
123°20'
10'
123°00'
NOTI
ELMIRA
Oak Hill
Fisher Butte
SPRINGFIELD
SAILOR
LONG-TOM
VENETA
SOUTHERN PACIFIC
MAYWOOD
EUGENE
20,838 Pop
3805 Pop
VAUGHN
MIDDLE
FORK
RIVER
Mt. Pisgah
Bailey Hill
CROW
Coyote
Creek
Spencer
Spencer Butte
2060
GOSHEN
HADLEYVILLE
PLEASANT HILL
WILLAMETTE
Battle
Camas
SWALE
Fox
Hollow
PANTHER
Swamp
Wolf
Panther
Elmer
Crenshaw
Cr.
Nighswander
CRESWELL
487 Pop
CLOVER-DALE
COAST
Bear
SIUSLAW
RIVER
Lake
Conger
Shaw
Fawn
Hawley
Long
Tom
Cedar
Noti
Cr.
Lynx Hollow
FA
99
N
LEGEND
PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACED ROAD
METAL SURFACED ROAD
BITUMINOUS SURFACED ROAD
PAVED ROAD
BRIDGE (GENERAL)
DRAWBRIDGE
SUSPENSION BRIDGE
BRIDGE - ARCH
BRIDGE - TRUSS (W-WOOD, S-STEEL, G-GIRDER)
FERRY (F-FREE FERRY, TF-TOLL FERRY)
HIGHWAY TUNNEL
IN USE
NOT IN USE
FARM UNIT
DWELLING (OTHER THAN FARM)
GROUPS OF DWELLINGS CLOSELY SPACED
STORE OR SMALL BUSINESS ESTABLISHMENT
TOWNHALL, GRANGE OR COMMUNITY HALL
HOTEL
CHURCH OR OTHER RELIGIOUS INSTITUTION
SCHOOL OR OTHER EDUCATIONAL INSTITUTION
CORRECTIONAL INSTITUTION
HOSPITAL
FACTORY OR OTHER INDUSTRIAL PLANT
CAMP OR LODGE
SAWMILL (STATIONARY)
RADIO STATION
POWER PLANT
TOWERS
MINE, QUARRY OF ANY KIND OR OPEN CUT
FOREST SERVICE LOOKOUT OR GUARD STATION
GAGING OR PUMPING STATION
GOLF COURSE OR COUNTRY CLUB
ATHLETIC FIELD OR AMUSEMENT PARK
SMALL PARK (S.P.-STATE, C.P.-CO., M.P.-MUNI.)
FAIRGROUNDS, RACE COURSE OR SPEEDWAY
CEMETERY
STATE CAPITAL
COUNTY SEAT
OTHER CITIES WITH POST OFFICE
UNITED STATES HIGHWAY SYSTEM
FA
FEDERAL AID HIGHWAY SYSTEM
FAS
FEDERAL AID SECONDARY HIGHWAY SYSTEM
STATE HIGHWAY SYSTEM
RAILROAD GRADE CROSSING
RAILROAD ABOVE ROAD
RAILROAD BELOW ROAD
RAILROAD STATION
RAILROAD-ELECTRIC
DAM
IRRIGATION DITCH
AIR LANES
COMMERCIAL OR MUNICIPAL AIRPORT
MARKED AUXILIARY LANDING FIELD
EMERGENCY LANDING FIELD
GENERAL H
LANE C
ORE
SC
19
REVISE



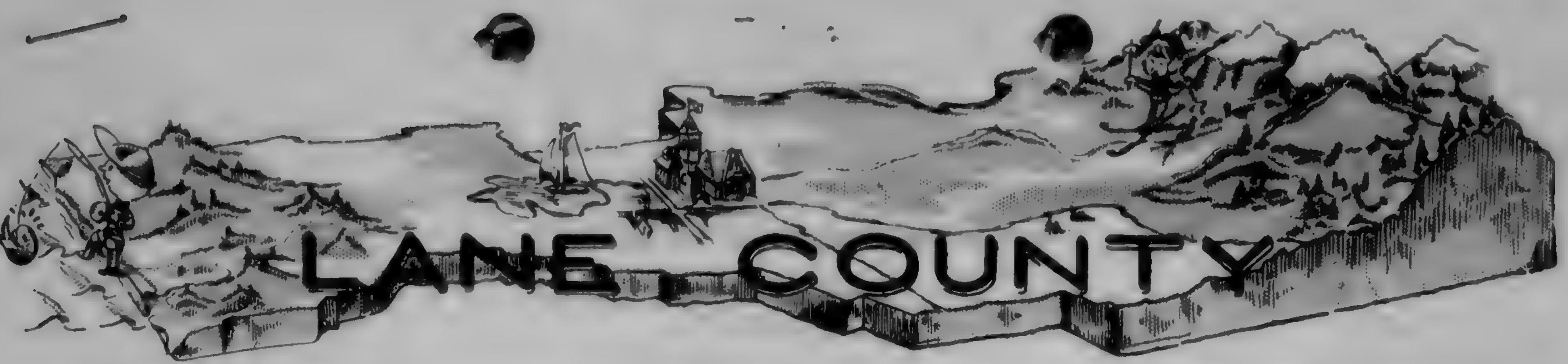
Section to be eliminated
colored in orange

FRS



Section to be eliminated colored in orange.

FAS 226



BOARD OF COUNTY COMMISSIONERS
KENNETH NIELSEN, COMMISSIONER
ROBERT D. MACLAY, COMMISSIONER
RALPH PETERSEN, COMMISSIONER

HARRY L. CHASE, CLERK
EDWARD W. ELDER, SHERIFF
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GRACE SCHISKA, TREASURER
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LUCILLE L. KLINGE, SCHOOL SUPT.
FRED S. BUELL, CORONER
W. A. BORTZ, VETERAN SERVICE
HELEN SORANSON, COUNTY LAND AGENT
O. S. FLETCHER, AGRICULTURAL AGENT
A. TRIOLO, COUNTY HEALTH OFFICER
MARK HATHAWAY, CONSTABLE

August 7, 1954

NOTED
V. R. JONES

John F. Hagemann
Asst. Engr., County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Hagemann:

Your letter dated August 6th is received. Enclosed herewith find one copy of the map showing the revision in FAS 228 signed by the County Commissioners.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

By Robt D. Maclay

Robt. D. Maclay
Co. Commissioner

Encl.

RECEIVED [illegible]

RECEIVED
AUG 12 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED
J F HAGEMANN

FORM E-90 20M 6-51 [illegible]

PLEASE RETURN TO
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2, 1954

NOTED
W. C. WILLIAMS

SUBJECT:

To: Mr. W. C. Williams
OFFICE

As a result of a petition submitted to the Lane County Board of Commissioners by the Mohawk Valley Improvement Association, I conferred with the County Commissioners this date relative to the proposed FAS project on the Eugene-Marcola County Road, FAS 228. Based on additional information furnished the county in this petition, the county has requested that the project on FAS 228 be revised as follows:

1. The project begin at Hayden Bridge and extend northeasterly to a junction with the existing Eugene-Marcola Road in the N. E. 1/4, Section 9, T. 17S., R. 2W., a distance of approximately 3 miles. This proposed location is shown colored in red on the attached sketch map.

2. That the project be designed for a 20' pavement with 4' unoiled shoulders and that the ditch and base rock slope not exceed 3:1.

The county does not wish to expend funds in excess of the $174,000 balance remaining from its 1954 and 1955 FAS allocations on this project. If the estimated cost exceeds this amount the county will very likely request that an 0-11, as originally requested, be substituted for asphaltic concrete pavement; however, if the project can be constructed for $174,000 or less, the county is agreeable to asphaltic concrete.

As the location of this project has been the subject of considerable controversy, it is suggested that someone from the Division Office meet with the Lane County Commissioners and a representative of the Mohawk Improvement Association and discuss the proposed location before the actual survey is begun. The County Commissioners will arrange to have the Mohawk Improvement Association representative present at such a meeting. It is felt that a representative of this association could furnish valuable information as to local high-water conditions etc., as the association has studied this matter thoroughly with the benefit of engineering advice.

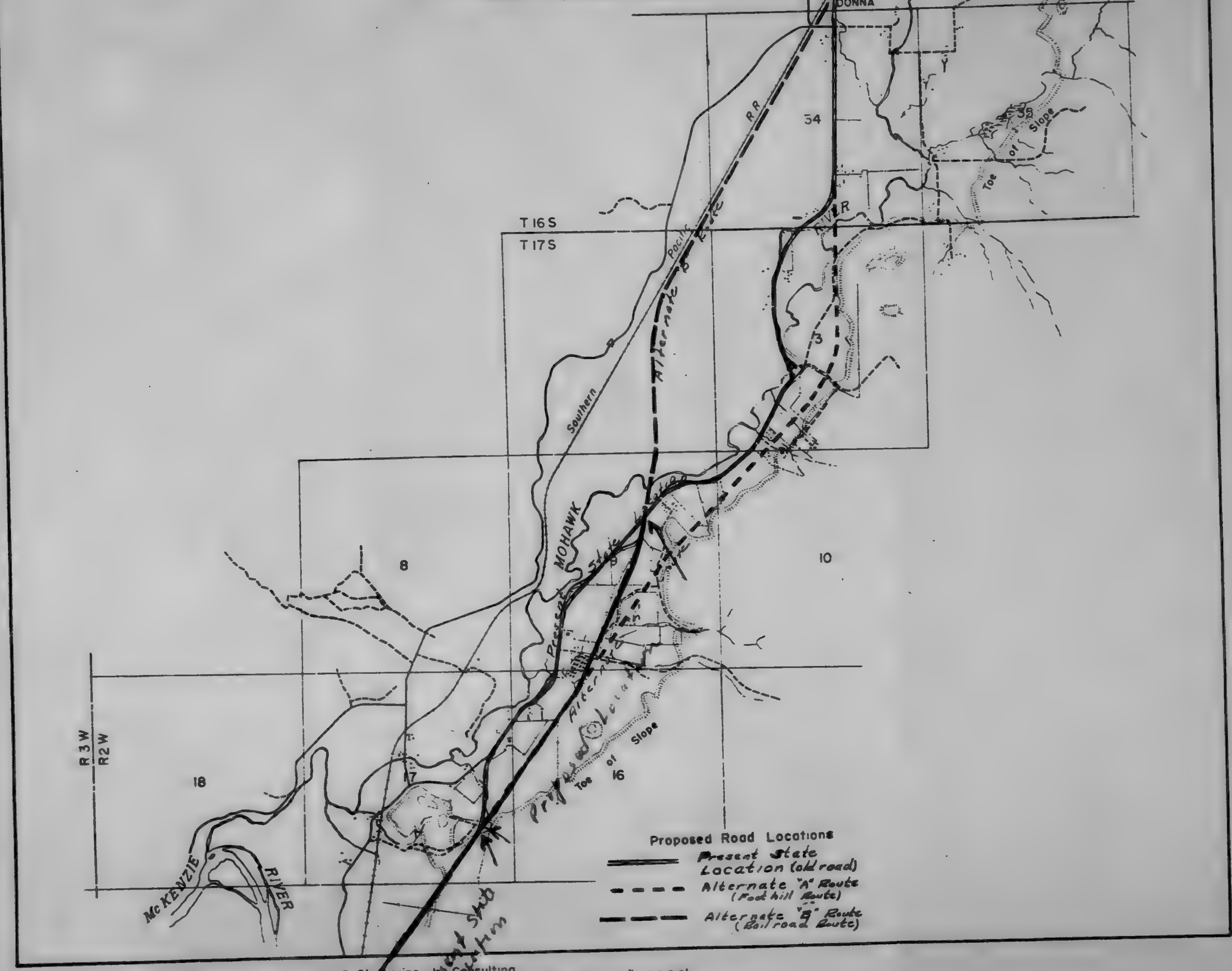
John F. Hagemann
John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
cc: H. G. Smith - 3
V. G. O'Neil

Att.

PROPOSED REROUTING OF LOWER MOHAWK ROAD

Mohawk Improvement Association

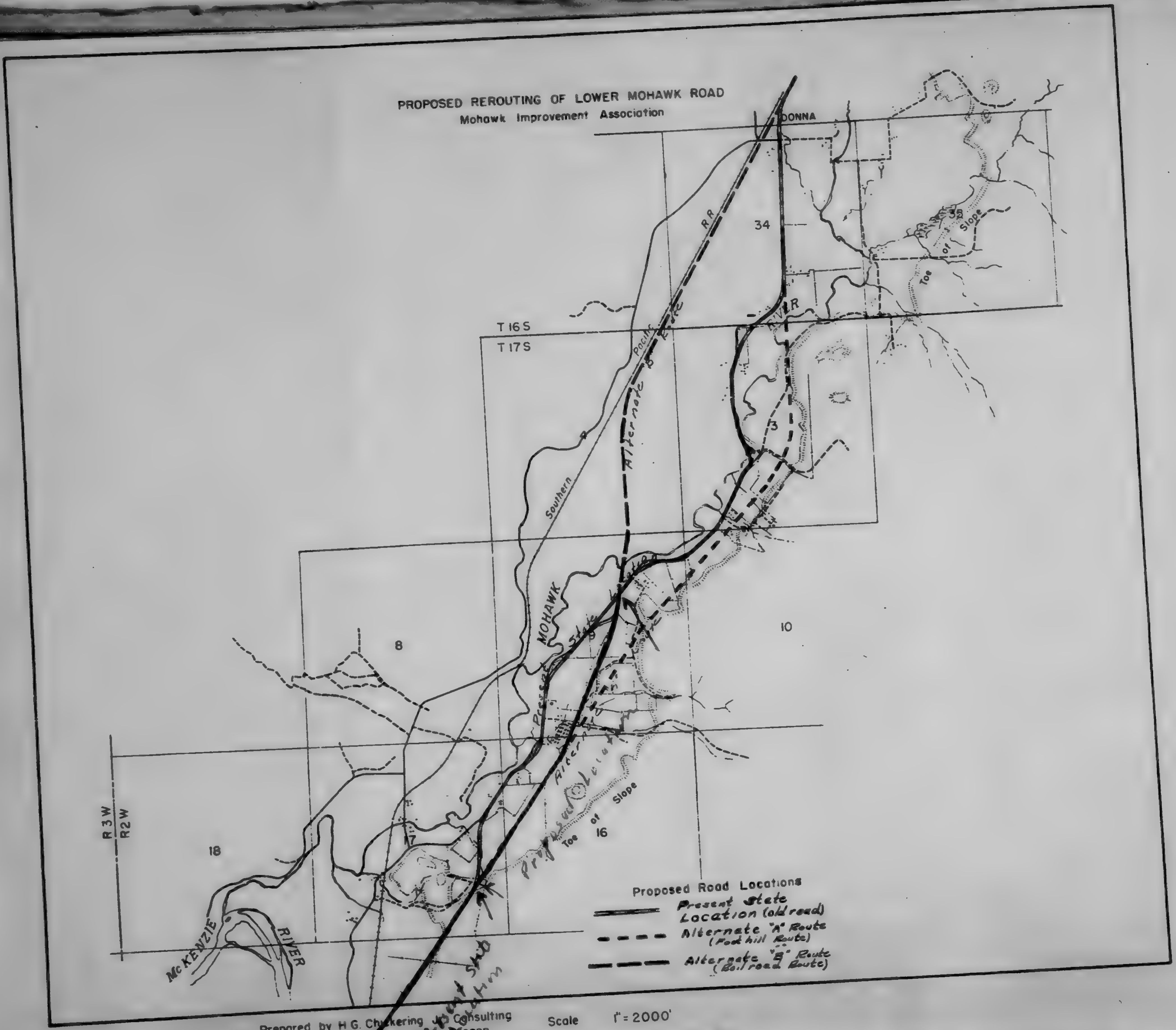


Prepared by H G. Chickering Jr. Consulting
Photogrammetrist Inc. Eugene, Oregon.

Scale 1" = 2000'

PROPOSED REROUTING OF LOWER MOHAWK ROAD

Mohawk Improvement Association



Prepared by H.G. Chickering Jr. Consulting Photogrammetrist, Inc. Eugene, Oregon.

Scale 1" = 2000'

NOTED
V. R. JONES

Salem, Oregon
August 17, 1954

NOTED
Harold C. Ayers

Mr. E. A. Pease
Construction Department

The field data on the Hayden Bridge-Donna Section of FAS ~~226~~ 228 in Lane County has been examined by this office and found to be generally consistent with the project as finally proposed by the county.

The county has requested that this project be constructed with two contracts - one for the grading and pitrun material and one for the leveling course and paving - or any other similar split that we might feel to be more desirable. This matter has been discussed with Mr. Williams and he has no objection to the two contract method.

The grading and topping contract could be put up for bid at the September meeting providing plans and specifications can be completed and right of way descriptions furnished the county in time for the county to acquire said right of way. It is suggested that every effort be made to prepare these right of way descriptions as soon as possible.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

cc: Mr. V. G. O'Neil

Enc
cc
Fa
H.
Com

FORM [illegible]

NOTED
V. R. JONES

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 5, 1954

NOTED
Harold C. Ayers

SUBJECT: **Base Design Charts**

To: Mr. Tom Edwards
Division Engineer
Division III
Roseburg, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

Reference is made to the Hayden Bridge - Donna Section, of the F.A.S. 228 Highway.

Enclosed you will find 2 add. base design charts prepared from laboratory tests, numbers 342113 and342114.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

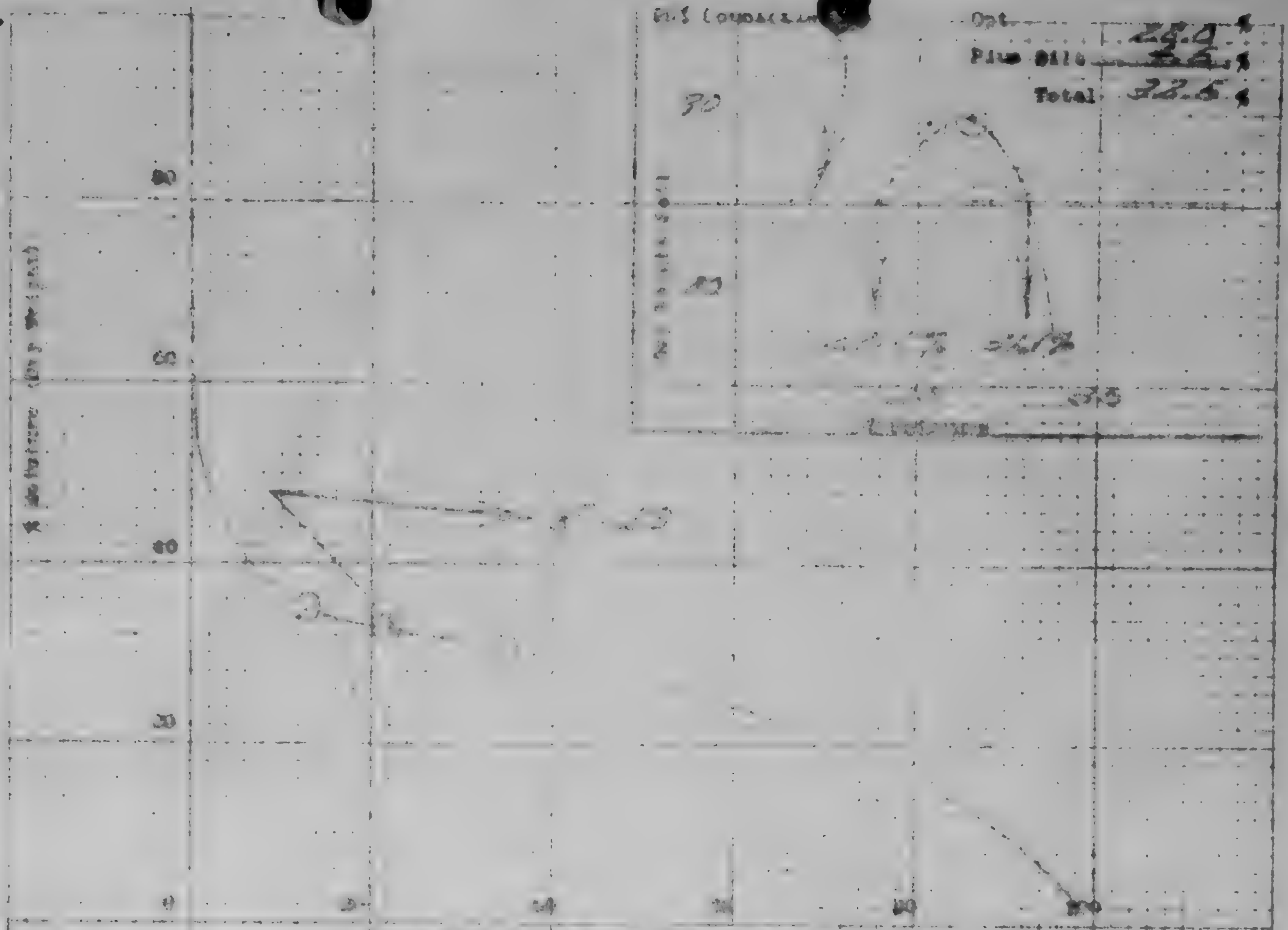
Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc H. G. Smith
Forrest Epley
H. S. Unger
County and City

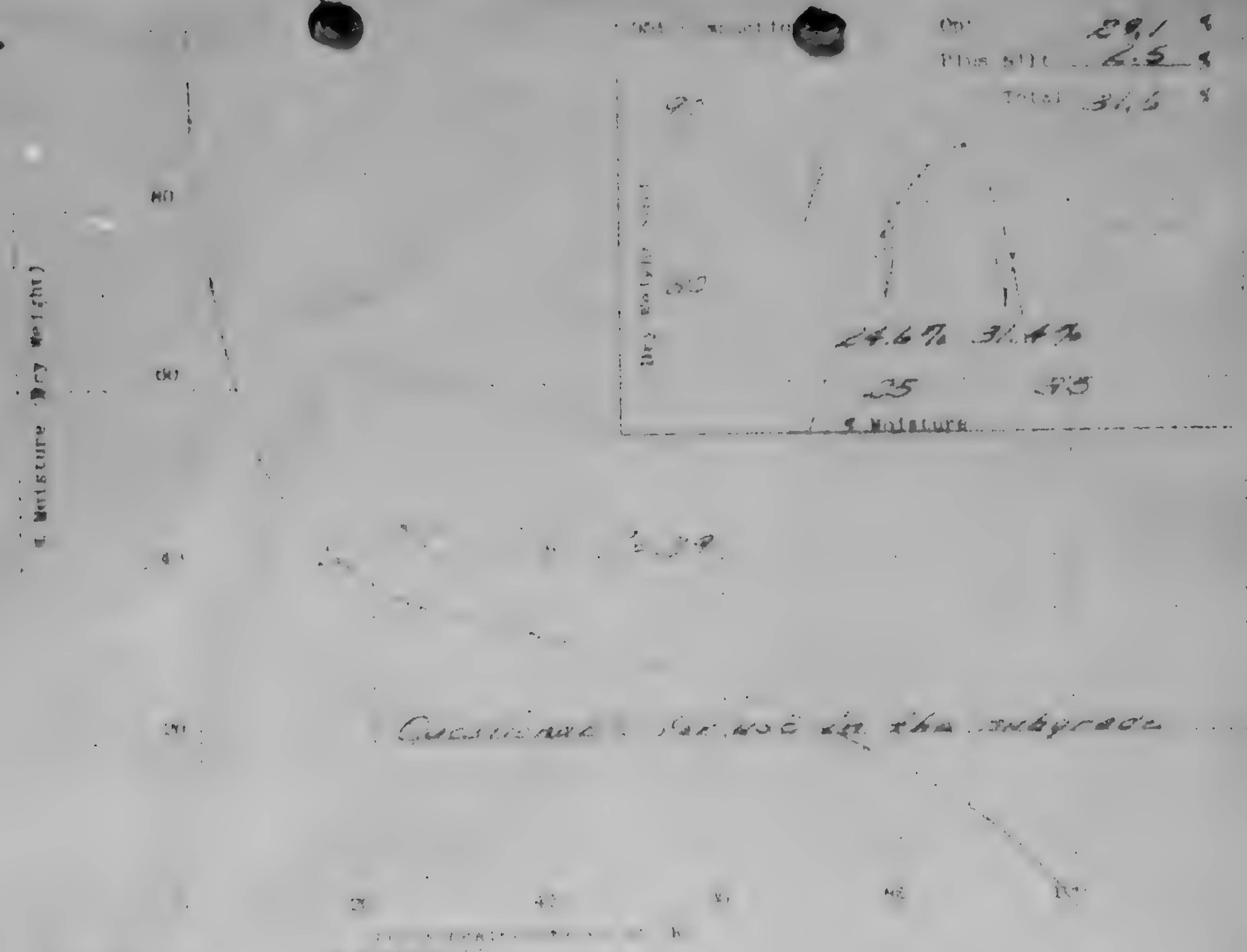
RECEIVED
AUG - 5 1954
ENGINEER
COUNTY & [illegible]



Core Sheet No.	4 A55-56		
Lab. No.:	54-2413	Base & Surf. Traffic	15.0 "
LL		Fine Rock Reduction	
PI	18		
Unified Group		Minus Bearing Surface	3.5 "
MECHANICAL ANALYSIS:			11.5 "
Particles larger than		Plus CBR Increase	3.0 "
2.0 mm.	%	Plus Wearing Surface	3.5 "
Coarse Sand	%	Total Base & Surf.	18.0 "
Fine Sand	%		
Silt	35.5 %		
Clay	52.4 %		
PI	2.53		
Natural Moisture	%		

NOTE:
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of soil represented by this test and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost soils prevail in area base depth should be 1/2 frost penetration.

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section Mapleton Bridge - Dunes
Hwy FAS 228
Station 157+58, R
Depth 0-18"
Hole #
To be used - Subgrade
Prefix No. 520 1470
County Lane
Date 8-4-54
Designed by B



Date Sampled	[illegible]
Lab No.	[illegible]
LL	[illegible]
PI	[illegible]
Pass 200 Screen	94.4%
HYDROMETER ANALYSIS	
Particles larger than	
2.0 mm	[illegible]%
Coarse Sand	2.4%
Fine Sand	10.6%
Silt	51.0%
Clay	31.8%
S	2.48
Natural Moisture	%

NOTE

[illegible]

[illegible]	[illegible]
[illegible]	—
Wearing Surface	3.5
	7.5
Plus 200 Increase	2.0
Plus Wearing Surface	3.5
Total Base & Wear	15.0

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section: Hayden Bridge Lane
Hwy: [illegible]
Station: [illegible]
Depth: 0-18"
Hole:
Type Soil: Subgrade
Profile No. [illegible]
County: Lane
Date: 8 4 54
Designed By:

NOTED
V. R. JONES

Salem, Oregon
July 8, 1954

FAS 228, Lane County

Mr. Earl Saling
Right of Way Division

NOTED
Harold C. Ayers

I am returning all copies of the right of way options forms and maps forwarded by you on July 6th and covering the Hayden Bridge-Yarnell Church county FAS project in Lane County.

The limits of this project are being revised so that ~~none~~ Not all of the above right of way descriptions will apply.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
Att.

NOTED
J. F. HAG[illegible]ANN

FORM E-30 25M 9-51 82318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1954

SUBJECT: Hayden Bridge-Yarnell Church Unit
Hayden Bridge-Donna Section
Springfield-Wendling County Road
Lane County

To: Mr. John W. Cattrall
County & City Relations Engineer
OFFICE

Dear Mr. Cattrall:

Attached you will find option forms in quadruplicate, covering right of way to be acquired in connection with the Hayden Bridge-Yarnell Church Unit of the Hayden Bridge-Donna Section of the Springfield-Wendling County Road in Lane County. Attached also are two prints of Map No. 7B-28-6, covering this acquisition and bearing our date of July 2, 1954.

22185	Hugo and Anna Sandgathe	2.16 acres
22186	Manley A. and Sara D. Spores	3.90 acres
22187	Josie H. Moore	4.00 acres
22184	Christian Logging Company	6.8 acres
22188	Yarnell Church (J. F. Kirk, Trustee)	0.13 acre

Yours truly,

R. L. PORTER
Right of Way Engineer

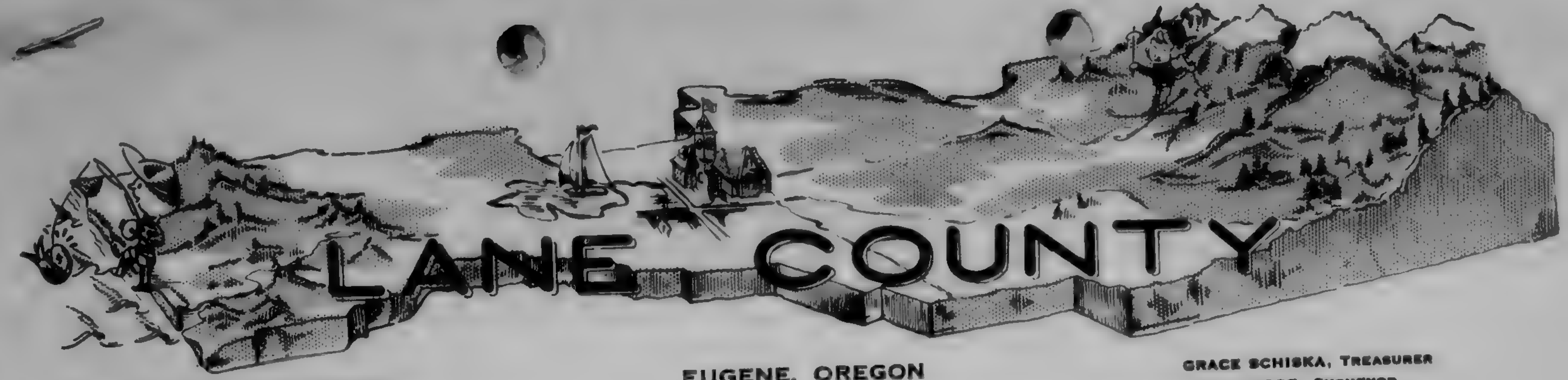
By Earl F. Saling
EARL F. SALING
Right of Way Office Mgr.

ML:wo

cc: John W. Cattrall

cc: R. L. Porter

RECEIVED
JUL 6 1954
ENGINEER
COUNTY & CITY RELATIONS



EUGENE, OREGON

BOARD OF COUNTY COMMISSIONERS
KENNETH NIELSEN, COMMISSIONER
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RALPH PETERSEN, COMMISSIONER

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GLADYS MCBAIN, CHIEF TAX DEPUTY

GRACE SCHISKA, TREASURER
P. M. MORSE, SURVEYOR
OSCAR HORBERG, ENGINEER
LUCILLE L. KLINGE, SCHOOL SUPT.
FRED S. BUELL, CORONER
W. A. BORTZ, VETERAN SERVICE
HELEN SORANSON, COUNTY LAND AGENT
O. S. FLETCHER, AGRICULTURAL AGENT
A. TRIOLO, COUNTY HEALTH OFFICER
MARK HATHAWAY, CONSTABLE

July 2, 1954

Oregon State Highway Department
Salem, Oregon

Gentlemen:

Reference is made to our conversation today with Mr. Hagemann. This is to confirm our agreement that the Federal Aid project on the Marcola road has been revised and the county commissioners desire you to complete the project as shown on the attached map beginning from Marcola road and ending in the N.E.¼ of Section 9, Township 17 South, Range 2 West, W.M. and shown on the map as Alternate B, and colored in red.

It is understood that you will survey this route and advise the Board of County Commissioners as to the cost.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS
By
County Commissioner

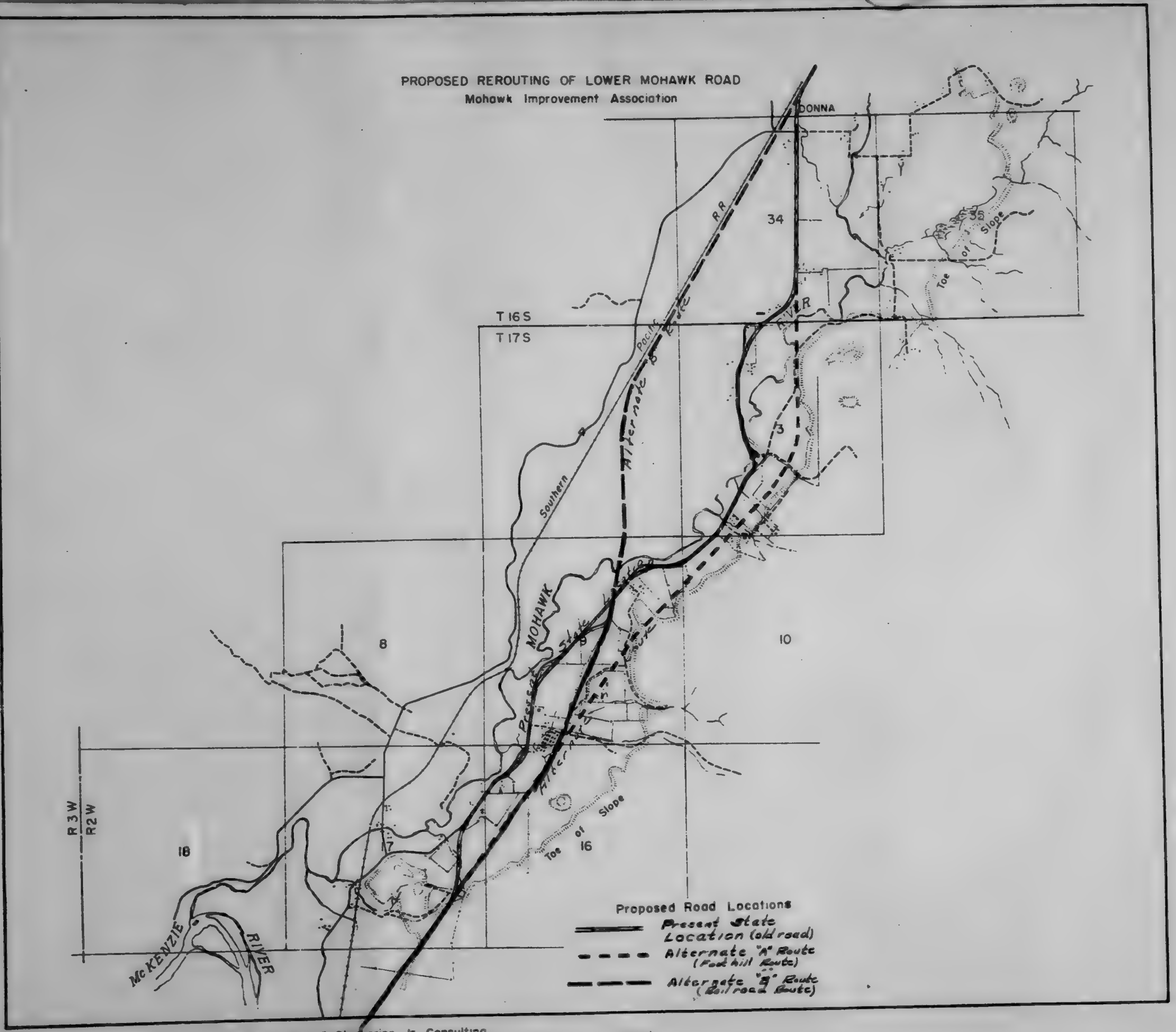
Kenneth Nielsen
County Commissioner

Ralph Petersen
County Commissioner

RDM:rw

PROPOSED REROUTING OF LOWER MOHAWK ROAD

Mohawk Improvement Association



Prepared by H.G. Chickering Jr. Consulting Photogrammetrist Inc. Eugene, Oregon.

Scale 1" = 2000'

Hayden Br.

June 30, 1954

Lane County Board of Commissioners
Eugene, Oregon

Dear Sirs:

Regarding the petition for the relocation of County Road No. 20 we are attaching the following summary information:

1. A total of 713 Lane County citizens signed the attached petitions. These people live in the following areas:

Marcola	- 301
Springfield	191
Mohawk	88
Mabel	62
Eugene	55
Other	16

2. 411 of these people are property owners.

3. Representatives of firms and organizations listed on the following page signed these petitions.

Mohawk Valley Improvement Association

The following firms and organizations signed the petition for the relocation of Lane County Road No. 20:

H. R. Stafford and Sons
Fischer Lumber Co.
Marcola Barber Shop
McKays Markets
C and M Market
Meacham's Tavern
Dew Drop Inn
Papé Bros.
The Oregonian
McDonald Candy Co.
Hopkins Cafe
Betty's Bakery
Williams Bakery
Eugene Farmers Creamery
McKenzie Meat Co.
Nally's Co.
Medo-Land Creamery
Mohawk Packing Co.
Wilkins Bros. Logging Co.
Paschelke Bros. Logging Co.
Community Church
Walling and Inselman Garage
Hewitt's Food Market
Blitz Weinhardt
Pacific Tel and Tel
Wright's Hardware
Pacific Power & Light
School District #19
Weyerhaeuser Timber Co.
Dr. Varney
Dave's Market
American News
Pepsi-Cola
Zip Bottling Co.
M. H. Burris Dist. Co.
Murray Dist. Co.
Cy Slocum Dist. Co.
C. A. Clements Lbr. Co.
Springfield U. S. Mail Carrier
Mohawk Postmater Carrier
Mohawk Store
Union Oil Co.
Pacific Fruit Co.
Marcola Grade School Dist.
Mohawk Union High Dist.
Gray's Feed & Seed Co.
Lane Coop Warehouse
Warren's Sire Service
Coca Cola
Standard Oil Co.
Giustina Bros.
Eastern Western Logging Co.
Booth-Kelly Lumber Co.

PETITION FOR THE RELOCATION OF COUNTY ROAD NO. 20

To: THE HONORABLE BOARD OF COUNTY COMMISSIONERS
OF LANE COUNTY, OREGON:

We, the undersigned users of County Road No. 20, a federal aid secondary county road, constituting (a) owners of real property in the Mohawk Valley, (b) occupants of residences or business establishments in the area, and (c) other users, as hereinafter indicated, do hereby respectfully represent and show:

DECLARATIONS

1. Petitioners are all interested in the project designed to provide through the Mohawk Valley and generally from Springfield through Mohawk, Donna and Marcola, in Lane County, Oregon, a county road of sufficient capacity and adequate to handle the heavy volume of traffic now routed over the present County Road No. 20.

2. Attached to this petition marked Exhibit A and by reference expressly made part hereof is a map or plat caused to be prepared by H. G. Chickering, Jr., Consulting Photogrammetrist, Inc., of Eugene, Oregon, through the efforts of the Mohawk Improvement Association in compliance with suggestion made by your Honorable Board at public meeting held in the Mohawk Grange on May 17, 1954.

3. Petitioners understand and believe that due to diligent efforts of your Honorable Board sums of money are available for the current year in

Signature Pages destroyed 8-14-79 R

the amount of approximately $175,000.00 including contributions from both state and federal agencies and matching funds from Lane County equal to 20 per cent of the above stated amount, for expenditure in new road construction and/or improvement of existing County Road No. 20 extending from Hayden Bridge on the McKenzie River up the Mohawk Valley to Donna; that assurances have been received that additional and larger amounts will be made available from state and federal aid funds, to be matched with funds from this county, to carry on and complete the project to Marcola on a 3-year program basis; and that such funds do not include requirements for acquisition of rights of way or necessary preliminary engineering expenses but are in addition thereto. Petitioners urge that all such funds be allocated for and held intact and used in the above mentioned project notwithstanding the fact that necessary engineering work may cause delay in the letting of construction contracts.

4. The present road from Hayden Bridge to Donna is approximately 5-3/4 miles in length and requires extensive and substantial improvements and betterments at the present time in order to accommodate in a reasonably satisfactory manner even the existing volume of traffic. The road is now wholly inadequate to carry the traffic between Springfield, Mohawk, Donna and Marcola, principally on account of numerous curves, lack of uniform grade, low elevation, insufficient rock base and subgrade drainage and the impossibility of adequate maintenance at reasonable expense. Petitioners are informed and believe and therefore represent that the road now carries an annual weighted average of over 1300 vehicles in a 24-hour period just north of Springfield, almost 1000 a mile further north, over 950 out of Mohawk and over 900 out of Marcola, including heavy truck traffic.

5. Petitioners are informed and believe that preliminary plans contemplate the making of improvements to the road as now located, by resorting to changes in grade, widening, removal of only about half the curves through costly acquisition of adjoining properties of relatively high value and adjacent to residences, and the construction of numerous fills to minimize flood damage, with little or no salvage of existing roadbed, all to the severe and continuing damage and annoyance of property owners now facing the road. Petitioners allege that the present road has practically no base rock and that in order to bring it to grade the road will be substantially lost in necessary cuts and fills. Petitioners further allege that such a course would result merely in meeting minimum standards and needs and fail to make provision for normal traffic increases inevitable in the Mohawk Valley.

6. Petitioners are informed and believe that as yet no real or substantial effort has been made or exerted, in the way of surveys or engineering work or otherwise, to ascertain the practicability and feasibility of relocating the major portion of the road. --

(a) at a higher elevation;

(b) on a shorter route;

(c) Where borrow pit material is readily available for filling the only low section;

(d) where minimum right of way acquisition problems will be encountered; and

(e) where road construction will cause a minimum of interference with current traffic.

7. The present proposed plan contemplates in part, according to petitioners' information, by-passing as a main traveled road the part of

the present road running from Hayden Bridge to Yarnell Church, a distance of approximately 1½ miles. This appears practicable and feasible. The proposal of constructing a connection, however, from the end of the first mile of the new proposed road running in a general northeasterly direction through the Spores property in the W½ Sec. 17, T 17 S, R 2 W, W.M., a distance of approximately 1/2 mile, to connect with the present road at a point near Yarnell Church, is objectionable in that it diverts at this time available funds which might better be spent in permanent construction along the lines hereinafter set out.

8. It is recognized that the adoption of either of the alternate routes will necessitate the construction of a new bridge across the Mohawk River. Construction of a bridge would become necessary in any event in the reasonably near future, even though the present road is improved. According to petitioners' information the plans submitted to you by Oregon State engineers contemplate the construction of such bridge at a point immediately below the present bridge across the Mohawk River. Petitioners allege that the project is of sufficient importance to warrant diligent efforts to obtain separate funds for the construction of a new bridge currently, and if this cannot be accomplished, petitioners consider that the expenditure of a portion of the available funds for such new bridge will prove more satisfactory even though it may necessitate a temporary decrease in the completed mileage.

9. It should be recognized that the total effective mileage improved immediately should be greater, if one of the alternate routes is adopted, than would be the case if the same standard of improvement is made in the existing road, but if results of engineering studies should indicate a reduction

in effective completed mileage, by the adoption of either of the alternate routes, the mileage reduction is preferable to what appears to be a short-sighted policy of utilizing an outmoded route.

10. Petitioners allege that it should be recognized that there is practically no original investment on part of the county in the present road location for the reason that the right of way therefor was entirely donated and that the original grade and rock surfacing were performed by means of a road district levy against property owners in the Mohawk Valley; that if an alternate route is adopted, the remaining sections of the existing road will be left available to provide a necessary service in handling a small portion of the traffic, without destroying its usefulness and at a nominal maintenance cost, since heavy traffic will have been removed therefrom.

11. Petitioners recognize that the proposed road development, whether on a new route or by improvement of the present road, will operate to promote further orderly development of the Mohawk Valley and result in increased use of this area. The Mohawk Valley is one of the few areas immediately tributary to the Eugene-Springfield metropolitan areas highly suitable for further development that is as yet handicapped by the lack of good road facilities available in other such areas. It should be recognized that in addition to residences of the Mohawk Valley, the cities of Springfield and Sweet Home in Linn County are highly interested in promoting the orderly initial development of the project.

Extensive road improvement in the Mohawk Valley district has been promised for the last several years by Lane County. So far nothing substantial has been done. Substantial investments have been made by school districts in the Donna and Marcola areas consistent with maintaining present development and anticipated future development of the valley. At the present time new industrial, farm, business and residential development in the entire valley is discouraged due directly and indirectly to lack of an adequate road facility.

12. Your petitioners have caused an examination and inspection to be undertaken and made on the ground, of two alternate routes each utilizing portions of the present road. These alternate routes are designated on the attached map as alternate "A" and alternate "B" respectively. Each of the proposed alternate routes is shorter and straighter and freer of flood difficulties than the present road, is so situated that rights of way acquisition is comparatively easy and less controversial than acquisition of additional property adjoining the present road. Use of either of the alternate routes will tend to promote increased through traffic.

PETITION

Now therefore, based upon the foregoing and other facts your petitioners respectfully urge that you immediately cause to be made an examination and investigation into the desirability and feasibility of the proposed alternate routes (including cost of survey and engineering and estimated cost of 80 foot right of way), and that thereafter a determination forthwith be made for expenditure of necessary and available funds in the improvement and relocation on the road either on the Route designated "B" or on the Route designated "A" and preferably on the Route designated "B" in view of the fact it:

1. offers the shortest practicable route;

2. results in the least amount of severance damage;

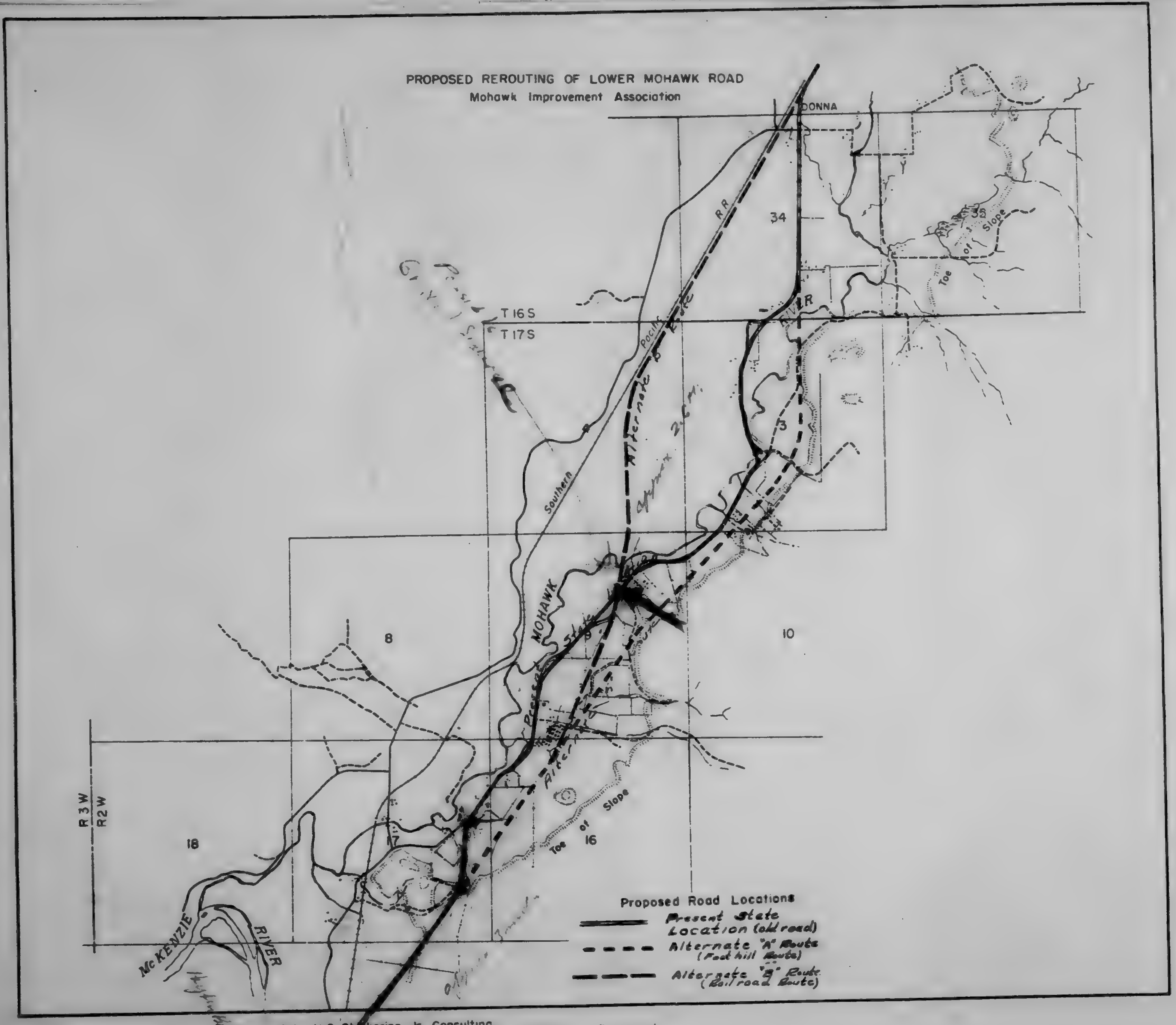
3. has borrow pit material readily available for filling in the single area where annual flooding is likely;

4. offers an opportunity, in event of shortage of funds, to temporarily defer construction at a point where connection is made with the present road in the NE$\frac{1}{4}$, Sec. 9, T 17 S, R 2 W, W.M.

Respectfully submitted,

PROPOSED REROUTING OF LOWER MOHAWK ROAD

Mohawk Improvement Association



Proposed Road Locations

- Present State Location (old road)
- Alternate "A" Route (Foot hill Route)
- Alternate "B" Route (Railroad Route)

Prepared by H G Chickering Jr. Consulting Photogrammetrist, Inc. Eugene, Oregon.

Scale 1" = 2000'

71, FAS 228
Lane Co

MOHAWK VALLEY IMPROVEMENT ASSOCIATION

June 9, 1954

NOTED
V. R. JONES

NOTED
Harold C. Ayers

John F. Hagemann
Assistant County and City Relations Engineer
State Highway Building
Salem, Oregon

As suggested by the Lane County Commission at the meeting held at the Mohawk-McKenzie Grange Hall on May 17, 1954, a committee was formed to discover the attitudes and the desires of the Mohawk Valley residents regarding the reconstruction of Lane County Road No. 20.

The enclosed petition and map is the result of the work of this committee. This petition is being circulated at the present time and is receiving extremely favorable response by the residents of the Mohawk Valley, especially those affected by either the alignement proposed along the old road as well as along the two alternate routes. An advanced copy of this petition has been given to the Lane County Commission and we are sending you this copy to keep you informed as to the occurrence of events.

We wish to express our appreciation for the cooperation on your part and the conscientious work being done by the State Highway Department in this project.

Sincerely yours,

R. O. Eymann
R. O. Eymann
Secretary Mohawk Valley Improvement Association

ROE:ee
Encl. 1

NOTED
J. F. HAGEMANN

RECEIVED
JUN 0 9 1954
ENGINEER
CO[illegible] R[illegible]IONS

PETITION FOR THE RELOCATION OF COUNTY ROAD NO. 20

To: THE HONORABLE BOARD OF COUNTY COMMISSIONERS
OF LANE COUNTY, OREGON:

We, the undersigned users of County Road No. 20, a federal aid secondary county road, constituting (a) owners of real property in the Mohawk Valley, (b) occupants of residences or business establishments in the area, and (c) other users, as hereinafter indicated, do hereby respectfully represent and show:

DECLARATIONS

1. Petitioners are all interested in the project designed to provide through the Mohawk Valley and generally from Springfield through Mohawk, Donna and Marcola, in Lane County, Oregon, a county road of sufficient capacity and adequate to handle the heavy volume of traffic now routed over the present County Road No. 20.

2. Attached to this petition marked Exhibit A and by reference expressly made part hereof is a map or plat caused to be prepared by H. G. Chickering, Jr., Consulting Photogrammetrist, Inc., of Eugene, Oregon, through the efforts of the Mohawk Improvement Association in compliance with suggestion made by your Honorable Board at public meeting held in the Mohawk Grange on May 17, 1954.

3. Petitioners understand and believe that due to diligent efforts of your Honorable Board sums of money are available for the current year in

the amount of approximately $175,000.00 including contributions from both state and federal agencies and matching funds from Lane County equal to 20 per cent of the above stated amount, for expenditure in new road construction and/or improvement of existing County Road No. 20 extending from Hayden Bridge on the McKenzie River up the Mohawk Valley to Donna; that assurances have been received that additional and larger amounts will be made available from state and federal aid funds, to be matched with funds from this county, to carry on and complete the project to Marcola on a 3-year program basis; and that such funds do not include requirements for acquisition of rights of way or necessary preliminary engineering expenses but are in addition thereto. Petitioners urge that all such funds be allocated for and held intact and used in the above mentioned project notwithstanding the fact that necessary engineering work may cause delay in the letting of construction contracts.

4. The present road from Hayden Bridge to Donna is approximately 5-3/4 miles in length and requires extensive and substantial improvements and betterments at the present time in order to accommodate in a reasonably satisfactory manner even the existing volume of traffic. The road is now wholly inadequate to carry the traffic between Springfield, Mohawk, Donna and Marcola, principally on account of numerous curves, lack of uniform grade, low elevation, insufficient rock base and subgrade drainage and the impossibility of adequate maintenance at reasonable expense. Petitioners are informed and believe and therefore represent that the road now carries an annual weighted average of over 1300 vehicles in a 24-hour period just north of Springfield, almost 1000 a mile further north, over 950 out of Mohawk and over 900 out of Marcola, including heavy truck traffic.

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PETITION

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1. offers the shortest practicable route;

2. results in the least amount of severance damage;

3. has borrow pit material readily available for filling in the single area where annual flooding is likely;

4. offers an opportunity, in event of shortage of funds, to temporarily defer construction at a point where connection is made with the present road in the NE¼, Sec. 9, T 17 S, R 2 W, W.M.

Respectfully submitted,

PETITION FOR RELOCATION OF
LANE COUNTY ROAD NO. 20

NAME and ORGANIZATION	OWNER	OCCUPANT	ROAD USER	ADDRESS

NOTED
V. R. JONES

June 2, 1954

FAS 228

Mr. Robert McClay
Chairman, Lane County Board of Commissioners
Court House
Eugene, Oregon

NOTED
Harold C. Ayers

Dear Sir:

In accordance with various conversations with you and the other members of the Board, we are proceeding to run a preliminary survey to be used as a basis for a comparitive estimate of costs for construction of the Mohawk Road on a new location along the foothills as against the line we have presently surveyed from Hayden Bridge to Donna. This survey was to be paid for by Lane County.

In accordance with our standard policy an advance deposit equal to the estimated cost of this survey is required prior to doing the work. The actual cost will eventually govern with an adjustment made when final costs are available.

The estimated cost of the survey has been set at $900 and it would be appreciated if you would make your deposit by means of a warrant or check, in the amount of $900, payable to the Oregon State Highway Commission.

If you have any questions on this matter, please contact this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

May 25, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: County and City Relations

Dear Sir:

We are transmitting herewith Acting Division Engineer F. E. Andrews' May 24, 1954 memorandum through this office approving the revision of FAS Route 228 of the Oregon Federal-aid Highway System effective May 24, 1954. Included is approved copy of supplemental tabulation No. 84.

Please furnish the usual revised tabulation sheets.

Very truly yours,

C. G. POLK
District Engineer

Encl.

RECEIVED
MAY 25 1954
OREGON
STATE HIGHWAY COMMISSION

ST #84

FAS 228
Lane Co

May 24, 1954

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Through Mr. C. G. Polk,
District Engineer

Dear Mr. Baldock:

We approve, effective this date, the revision of FAS Route 228 of the Federal Aid Secondary Highway System. The revised route is approved as described in the attached tabulation and as shown on the map forwarded with your letter of May 18 to Mr. C. G. Polk, District Engineer.

The statement in the above-mentioned letter is accepted as evidence of compliance with the requirement of section 3(b) of the Federal-Aid Highway Act of 1944 relative to cooperation with appropriate local road officials.

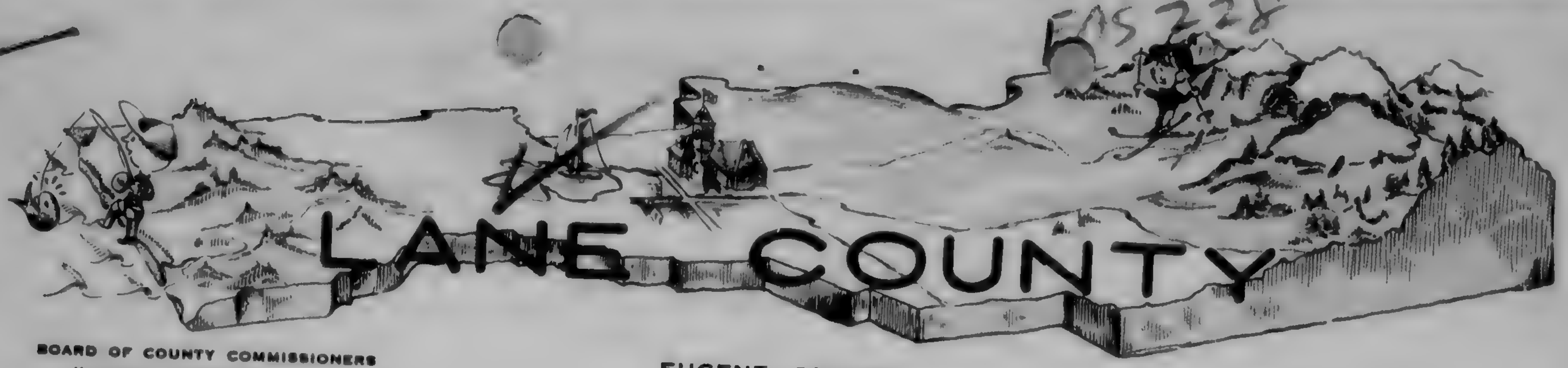
This approval increases the established secondary highway system mileage for Oregon by 1.0 miles.

Very truly yours,

F. E. ANDREWS,
Acting Division Engineer

Attach.

FAS 228



LANE COUNTY

BOARD OF COUNTY COMMISSIONERS
KENNETH NIELSEN, COMMISSIONER
ROBERT D. MACLAY, COMMISSIONER
RALPH PETERSEN, COMMISSIONER

HARRY L. CHASE, CLERK
EDWARD W. ELDER, SHERIFF
C. E. LUCKEY, DISTRICT ATTORNEY
GEO. A. STOCK, ASSESSOR
GLADYS McBAIN, CHIEF TAX DEPUTY

EUGENE, OREGON

GRACE SCHISKA, TREASURER
P. M. MORSE, SURVEYOR
OSCAR NORBERG, ENGINEER
LUCILLE L. KLINGE, SCHOOL SUPT.
FRED S. BUELL, CORONER
W. A. BORTZ, VETERAN SERVICE
HELEN SORANSON, COUNTY LAND AGENT
O. S. FLETCHER, AGRICULTURAL AGENT
A. TRIOLO, COUNTY HEALTH OFFICER
MARK HATHAWAY, CONSTABLE

May 19, 1954

NOTED
V. R. JONES

NOTED
Harold C. Ayers

RECEIVED
MAY 20 1954
ENGINEER
COUNTY RELATIONS

John F. Hagemann
Asst. Engr., County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Hagemann:

Your letter dated May 18 is received. Enclosed herewith find one copy of the approved revision in the Mohawk road in accordance with your request.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS
By

Robert D. Maclay
County Commissioner

RDM:rw

NOTED
[illegible]

encl.

NOTED
V. R. JONES

Salem, Oregon
May 3, 1954

Mr. Forrest Cooper
Construction Division

After a meeting with the Lane County Court and a delegation from the Mohawk area on May 1st, the County has requested that the proposed Hayden Bridge-Donna improvement be revised to begin at the east end of Hayden bridge and extend to approximately station 130. The decision to revise the limits of the project was primarily based on the fact that, as presently estimated, approximately 3 miles only is to be constructed on the Donna end and this would result in an improved section located in the middle of the existing road which would be of poor grade and alinement adjacent to each end of the improved section. Also, stopping the project at approximately station 130 will give the county more time to resolve some of the right of way problems which it was determined they would encounter from that point towards Donna and will give the county an opportunity to study a proposed location along the south side of the Mohawk River from stations 217 to 270. The present road from Eugene to Hayden bridge is of fair grade and alinement and the project as presently proposed would, in effect, extend the improved road further east.

The county has approved our basic design of a 20', 3-1/2" A.C. pavement with 4' shoulders upon a base designed for heavy traffic. They have also agreed to obtain a minimum 80' right of way except between stations 94 and 111. Between these two stations they have requested that the existing 60' right of way be utilized. The reason for this is that while the county records show a 60' right of way at this point, the buildings and fences have been constructed based upon a 40' right of way. The county can force the people to get off the county's 60' right of way; however, if they had to negotiate for additional right of way they are sure that they would have to pay damages for the right of way presently owned by the county but used by the abutting property owners. It is also suggested that the existing surface between these two stations be utilized in the new construction if possible rather than excavated as shown in the present plans. Sufficient material between stations 0 and 94 should be available to make any required fill between stations 94 and 111.

J. F. HAGEMANN

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

NOTED
J. W. CATTRALL

NOTED
V [illegible]

NOTED
Harold C. A [illegible]

March 3, 1954

Mr. R. O. Eymann, Secretary
Mohawk Valley Improvement Association
Mohawk, Oregon

NOTED
J. F. HAGEMANN

Dear Mr. Eymann:

I am replying to your letter of February 26, 1954 regarding the improvement of Mohawk Valley Road.

While constructive suggestions are always helpful, they must be compatible with modern highway design standards and must be within the funds available for the project.

The Federal Highway Act, under which this project is being constructed, provides for a three way approval of the Federal Government, the State and County. Since the Lane County Board of Commissioners are the duly elected representatives of the people of Lane County, it is recommended that your suggestions be made known to them.

Just when the Lane County Board will be contacted is unknown at this time. The Board will be given sufficient advance notice of the meeting, so that they may notify all interested parties.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:sh
cc: Lane County Board of Commissioners

7ao228

February 26, 1954

John Catheral
State Highway Department
Salem, Oregon

Upon the suggestion of County Commissioners, Maclay and Nielsen, we are writing you regarding the improvement of the Mohawk Valley Road under the Federal Aid Farm to Market Road Program.

As you know, your survey crews are running a survey on this road at the present time. We in the Mohawk Valley are, naturally, concerned about the extent of the improvement as well as the elimination of hazardous curves in the present road. With this in mind, we had a meeting with the County Commission and they informed us that they would be giving final approval of the project to be done this summer. When your proposed plans are ready to be presented to the Lane County Commission we would appreciate your notifying us so that we can offer any constructive suggestions that might be helpful.

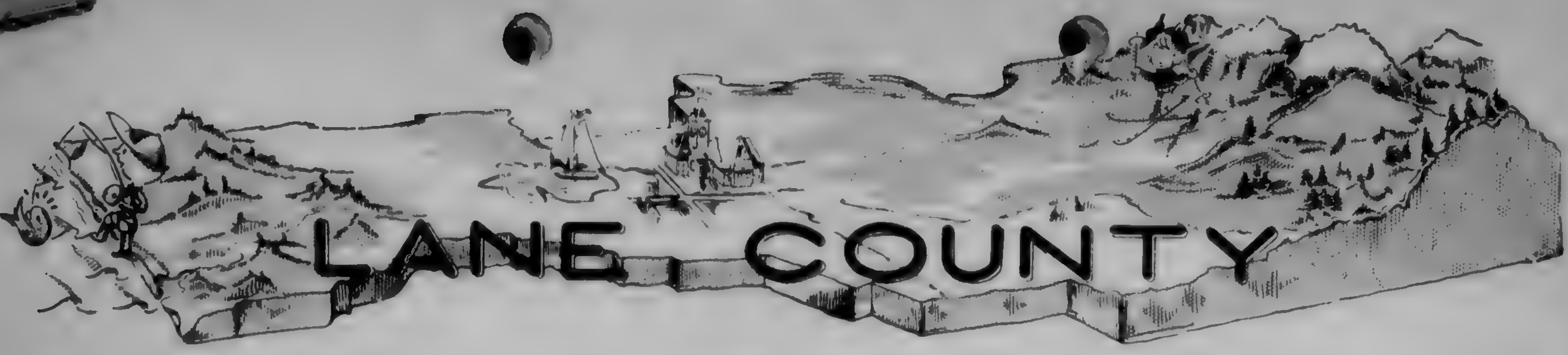
R. O. Eymann

R. O. Eymann
Secretary
Mohawk Valley Improvement Association
Mohawk, Oregon

cc: Ken Nielsen
Robert Maclay
Ralph Petersen

RECEIVED
MAR 1 1954
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
MAR 1 1954
OREGON
STATE HIGHWAY COMMISSION



BOARD OF COUNTY COMMISSIONERS
KENNETH NIELSEN, COMMISSIONER
ROBERT D. MACLAY, COMMISSIONER
RALPH PETERSEN, COMMISSIONER

HARRY L. CHASE, CLERK
EDWARD W. ELDER, SHERIFF
C. E. LUCKEY, DISTRICT ATTORNEY
GEO. A. STOCK, ASSESSOR
GLADYS McBAIN, CHIEF TAX DEPUTY

EUGENE, OREGON

GRACE SCHISKA, TREASURER
P. M. MORSE, SURVEYOR
OSCAR NORBERG, ENGINEER
LUCILLE L. KLINGE, SCHOOL SUPT.
FRED S. BUELL, CORONER
W. A. BORTZ, VETERAN SERVICE
HELEN SORANSON, COUNTY LAND AGENT
O. S. FLETCHER, AGRICULTURAL AGENT
A. TRIOLO, COUNTY HEALTH OFFICER
MARK HATHAWAY, CONSTABLE

February 18, 1954

NOTED
Harold C. Ayers

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

Dale Fischer
Marcola, Oregon

Dear Mr. Fischer:

Reference is made to your telephone conversation with Mr. Petersen today. The State Highway department is surveying the location for the improvements on the Marcola road as you perhaps know, and they will submit their maps to us before the contract is approved. We will be very happy to let you know so you can view the plans with us. A copy of this letter is being sent to Mr. John Cattrall of the State Highway department for his information.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS
By Robt D Maclay
County Commissioner
Kenneth Nielsen
County Commissioner
Ralph Petersen
County Commissioner

NOTED
J. F. HAGEMANN

RDM:rw

RECEIVED
FEB 23 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 23 1954
ENGINEER
[illegible]

[illegible]

NOTED
V. R. JONES

Salem, Oregon
January 27, 1954

NOTED
J. W. CATTRALL

Mr. Tom Edwards, Division Engineer
Oregon State Highway Department
Roseburg, Oregon

NOTED
Harold C. Ayers

On January 21st the Highway Commission approved a 1955 county FAS project in Lane County to be constructed this year. The project extends from Hayden Bridge to Donna, a distance of approximately 6 miles, on the Eugene-Marcola County Road, FAS 228. As approved, the project calls for grading, placing base material as required, and an C-11 with binder 20' in width with 4' shoulders.

Approximately $175,000 of FAS funds is available for this project; however, after field data is available the county will be contacted regarding the exact limits of the project.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM
cc: H. G. Smith
Geologist
Soils Division
Virgil O'Neil
S. H. Probert

NOTED
J. F. HAGEMANN

NOTED
V. R. JONES

January 27, 1954

NOTED
J. W. CATTRALL

Lane County Board of Commissioners
Court House
Eugene, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise that the Highway Commission on January 21st approved the project as proposed by you on FAS 228, the Eugene-Marcola County Road.

Approval by the Bureau of Public Roads and preparation of plans and specifications are now required prior to contracting the proposed project. Preliminary engineering will be handled by our division office in Roseburg and will proceed as rapidly as available personnel will permit.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:[illegible]

PROPOSED PROJECT
LANE COUNTY
AVAILABLE FUNDS - $164,000

FAS 228 - Markola-Mohawk Section, approximately 7 miles.
This section extends from Markola (east end of FAS route) southwesterly as far as funds will permit which is estimated to be between 6 and 7 miles.

The proposed project is to widen as required, place additional pit run base with leveling course on the existing light bituminous surface, and construct a 20' 0-11 with binder with 4' shoulders. The improvement should utilize the existing oiled surface, which has insufficient base for present traffic, wherever possible. Any realinement should be minor in nature generally confined to easing of any substandard curves. Mr. Norberg, County Engineer, should be consulted prior to starting the survey.

12/28/53
Hwy Comm approved 1/21/54

LANE COUNTY

EUGENE, OREGON

BOARD OF COUNTY COMMISSIONERS
KENNETH NIELSEN, COMMISSIONER
ROBERT D. MACLAY, COMMISSIONER
RALPH PETERSEN, COMMISSIONER

HARRY L. CHASE, CLERK
EDWARD W. ELDER, SHERIFF
C. E. LUCKEY, DISTRICT ATTORNEY
GEO. A. STOCK, ASSESSOR
GLADYS MCBAIN, CHIEF TAX DEPUTY

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LUCILLE L. KLINGE, SCHOOL SUPT.
FRED S. BUELL, CORONER
W. A. BORTZ, VETERAN SERVICE
HELEN SORANSON, COUNTY LAND AGENT
O. S. FLETCHER, AGRICULTURAL AGENT
A. TRIOLO, COUNTY HEALTH OFFICER
MARK HATHAWAY, CONSTABLE

December 21, 1953

NOTED
Harold C. Ayers

NOTED
HAGEMANN

NOTED
V. R. JONES

John W. Cattrall
State Highway Department
Salem, Oregon

Dear Mr. Cattrall:

The Board of County Commissioners has decided to spend the balance of our Federal Aid funds on the Marcola road. Before determining the exact section of this road that will be improved this year, we should like to have some engineering advice from your office. We hope that the surveys can be started promptly so the work can be contracted this summer.

It is understood that we have approximately $174,000.00 of available funds for the project including the County, State and Federal monies. Please check as to the exact amount of these funds and advise.

RECEIVED
[illegible] 1953
ENGINEER

Very truly yours,

BOARD OF COUNTY COMMISSIONERS
By

Kenneth Nielsen
County Commissioner

County Commissioner

Ralph Petersen
County Commissioner

RDM:rw

FAC 229

[illegible]

January 30, 1953

Lane County Court

Eugene, Oregon

Gentlemen:

On January 21 the Highway Commission approved for construction with fiscal years 1954 and 1955 Federal Aid Secondary funds the projects in Lane County as shown in the attached tabulation. The details set forth in this tabulation are believed to conform with the Court's request.

Approval by the Bureau of Public Roads and preparation of plans and specifications are now required prior to contracting. Preliminary engineering will be handled by our Division Office in Roseburg and will proceed as rapidly as available engineering personnel will permit.

The 1954 projects on FAS 210 and 228 should be contracted this year. The 1955 projects on FAS 226 and 228 cannot be contracted until 1954 when fiscal year 1955 Federal Aid funds become available.

As you know, the county will be required to make an advance deposit equal to 20% of the estimated total cost, prior to award of a contract. This will be covered by an agreement at a later date.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

NOTED
J. W. CATTRALL

JFH:MM
Att.

Fas 210
228) – 1954

Fas 226
[illegible]) — 1955

LANE COUNTY

TOTAL FAS FUNDS FOR PROGRAMMING: 1954 - $164,000
1955 - $164,000

PROPOSED PROJECTS:

1954 - FAS 210 from Coburg to the Linn County Line, a distance of approximately 5.7 miles. Regrade, place base material and levelling course, binder course, and 20' wide 0-11. Estimated cost based on 9"X26' pit run base and 2"X26' level course is $124,000.

FAS 228 ✓ from Mill and Q Streets easterly to the County Farm Home, a distance of approximately 2 miles. Grade widening, place additional base rock, binder course, and 22' wide 0-11. Estimated cost based on 6"X28' additional pit run base and 1-1/2"X28' level course is $40,000.

1955 - FAS 226 from the State Park Boundary easterly to Canary, a distance of approximately 4.1 miles. Widen, place crushed rock surface and 20' wide 0-11 at a maximum cost of $75,000 FAS funds.

S-145(2) FAS 228 ✓ from the McKenzie River easterly towards Marcola as far as balance of FAS funds ($89,000) will permit. Grade, base, and 20' wide 0-11.

REMARKS: Lane County requested the above projects to be constructed in the priority as listed.

The proposed project on FAS 226 will require grade widening, base rock, and oiling. The county has requested that FAS funds on this road be limited to $75,000. The county will either furnish additional funds or do preliminary work with county forces to permit completion of the project. It is recommended that details of the project be worked out after a survey has been made.

The county has requested that all FAS funds remaining after completing the first three projects (estimated to be $89,000) be applied to reconstructing FAS 228 from the McKenzie River towards Marcola on an improved alinement. It is the county's intention to reconstruct the entire section between these two points, either with future FAS funds or county funds. If possible, it is suggested that the survey be made for the entire section at this time. The present road is 10.8 miles in length; however, the revised line will be somewhat shorter.

[illegible]

/

LANE COUNTY COURT
January 13, 1951

Mr. John W. Cattrall
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Cattrall:

(Marcola Rd.

Re: Hayden Bridge Road, Federal money F.A.S. 228

Hayden Bridge road is in bad condition and I think an O-11 oil surface should be placed on said road this summer unless this will slow up or otherwise complicate Lane County's rights in designating where certain Federal money shall be used in Lane County. I fear the Federal money will arrive too late to carry out this particular improvement this year. Will you please indicate to us whether you think the Federal money will come in time for use this year on this road.

Yours truly,

D T Bayly

D. T. Bayly
County Judge

DTBdp

No reply necessary
Court contacted 1/23/51
JWC

RECEIVED
JAN 17 1951
ENGINEER
[illegible] TIONS

November 22, 1950

NOTED
J. W. CATTRALL

Mr. Lee Raish
Lane County Commissioner
Eugene, Oregon

Dear Mr. Raish:

Upon examining the letters that you handed to me in Portland last week at the County Convention, I discovered that page 2 of the Fischer Lumber Co. letter was missing. I have made a very thorough check and am unable to locate it. It will be appreciated if you could contact Mr. Dale Fischer and obtain a copy of this missing sheet. Please forward this to me in Salem, c/o P. O. Box 30.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:MM

FISCHER LUMBER CO.

Marcola, Oregon

November 14, 1950

Oregon State Highway Commission
c/o Lane County Court
Eugene, Oregon

Gentlemen:

In connection with the improvement of the existing county road between Springfield and Marcola, we wish to call your attention to the following facts.

This road serves the community of Donna (Mohawk,) Marcola, and Mabel , and the well settled agricultural Mohawk valley. Marcola is the site of our sawmill which produces from 35 to 40 million board feet per year, and our annual payroll is approximately a million dollars a year. Of our approximately 200 employees many live below Marcola on small farms, and in addition to this we run two crew trucks daily from Eugene and Springfield to transport our workers who reside in these two cities.

There are also a couple of smaller sawmills located in the valley. One here at Marcola and one or two between here and Eugene. All the mills are served by the Southern Pacific or can be served by them, but there is still some need for trucking lumber over this present county road.

This company, the Fischer Lumber Company, located here at Marcola has been operating since 1903, and we are proud to say that we have one of the most modern and efficient plants in the industry having a very heavy investment in the sawmill, planing mill, power plant, and other facilities. Frankly, the county road serving us from the Eugene-Springfield area is grossly inadequate. In fact, it is about the worst one in the county serving such an important community. From our annual production figure given you above you can see that our plant produces upwards of 130,000' of a fully finished lumber product per day with adequate timber for years of operation to come.

COPY

AL CLEMENTS LUMBER CO.

E. E. Martin (sgd)
Sales Manager

EEM/r

FISCHER LUMBER CO.
MARCOLA, OREGON

MARCOLA TO THIS AREA WILL HELP A GOOD PORTION OF THE CITIZENS OF LANE COUNTY, AND PARTICULARLY OUR EMPLOYEES WHO USE IT DAILY IN COMMUTING TO AND FROM WORK.

YOURS VERY TRULY,

FISCHER LUMBER COMPANY

Dale Fischer
DALE FISCHER, PRESIDENT

DF/IT

COPY

AL CLEMENTS LUMBER CO.

E. E. Martin (sgd)
Sales Manager

EEM/r

AL CLEMENTS LUMBER CO.

Manufacturers and Wholesalers

DOUGLAS FIR LUMBER

P.O. Box 908 - Phone 5-3317
Teletype EG 49
EUGENE, OREGON

October 31, 1950

Mr. L. G. Raish,
Lane County Commissioner
County Court House
Eugene, Oregon

COPY

Dear Sir:

We would like to make formal request for paving of the much discussed Mohawk Road.

We operate a modern kiln drying and remanufacturing plant, located at Hendricks, Oregon on the Mohawk Road, specializing in Industrial Clears and shipping to practically every state in the Union. We obtain our raw material in the form of rough green lumber from some sixty mills located in this general territory. Much of this raw material is trucked into our plant, where it is processed and shipped out. We employ about fifty men, who must travel this road to and from work.

We operate a retail department, catering to the contractor and consumer trade in a ten mile area.

Thanking you for your consideration, we are

Yours very truly,

AL CLEMENTS LUMBER CO.

COPY

E. E. Martin (sgd)
Sales Manager

EEM/r

Mohawk Ore.,
Oct. 31, 1950.

COPY

Mr. Lee Raish,
Lane County Commissioner
Eugene Ore.

Dear Sir:

In considering the proposed new road for the Mohawk Valley to extend about 14 miles from Harlow Road, we have several suggestions to make.

First. We want to call to your attention to the fact that the present road was built in 1920 for the type of traffic used at that time. The road has very little base and is most inadequate for present day traffic, where many tons of logs and other heavy freight are hauled. the cost of repairs on this road would almost build a new road in a very few years.

Second. The present road has entirely to many crooks and turns for practical use. Several miles could be saved if this road were straightened out.

Third. This road would be a fine short cut from the McKenzie Pass road #28. to the Santiam Pass road #20 in case either of these roads being closed on account of snow, or in case of military emergency.

Fourth. This road traverses one of the most populated and richest valleys in Oregon. It would serve many thousans of people who are now forced to use other highways, and thereby traveling many un-nesessary ,iles.

We trust that you will give the above suggestions some careful study and build this road accordingly. We appreciate your interest and help in getting this road for the Mohawk Valley.

Sincerely yours,
MOHAWK VALLEY IMPROVEMENT ASSN.

T. L. Elvins (sgd)

BY T. L. Elvins, President

COPY

FISCHER LUMBER CO.
MARCOLA, OREGON

November 14, 1950

COPY

Oregon State Highway Commission
c/o Lane County Court
Eugene, Oregon

Gentlemen:

In connection with the improvement of the existing county road between Springfield and Marcola, we wish to call your attention to the following facts.

This road serves the community of Donna (Mohawk,) Marcola, and Mabel, and the well settled agricultural Mohawk Valley. Marcola is the site of our sawmill which produces from 35 to 40 million board feet per year, and our annual payroll is approximately a million dollars a year. Of our approximately 200 employees many live below Marcola on small farms, and in addition to this we run two crew trucks daily from Eugene and Springfield to transport our workers who reside in these two cities.

There are also a couple of smaller sawmills located in the valley. One here at Marcola and one or two between here and Eugene. All the mills are served by the Southern Pacific or can be served by them, but there is still some need for trucking lumber over this present county road.

This company, the Fischer Lumber Company, located here at Marcola has been operating since 1903, and we are proud to say that we have one of the most modern and efficient plants in the industry having a very heavy investment in the sawmill, planing mill, power plant, and other facilities. Frankly, the county road serving us from the Eugene-Springfield area is grossly inadequate. In fact, it is about the worst one in the county serving such an important community. From our annual production figure given above you can see that our plant produces upwards of 130,000' of a fully finished lumber product per day' with adequate timber for years of operation to come.

COPY

Perhaps this letter would better serve some people's purpose if we were to say that the road from Marcola to Eugene is an integral part of a master highway plan contemplating a fine highway from Marcola to Sweet Home via the Mohawk Valley (Marcola Route). We will not argue the merits of this master plan, and even if such a master plan were to be proven of value in the future, the road beyond Marcola is certainly not necessary now nor in the immediate future. It is true that there is some through traffic, but the volume is small and would continue small even with the best of highways because the traffic over the Santiam Pass will naturally move out to the Willamette Valley area through the most heavy populated sections such as Lebanon and Brownsville. There are very few residences between Marcola and the fine State highway running between Brownsville and Sweet Home and the present gravelled road from Marcola to this fine highway is adequate.

COPY

It cannot be said that this highway from Marcola on is needed to develop timber resources because there are only 3 private timber holders of any consequence in the area. Namely, the Weyerhaeuser Timber Company, the Booth Kelly Lumber Company, and the Fischer Lumber Company. Neither of the 3 mentioned need any help from the taxing bodies to pay their logging costs. I am sure subsidy of private lands is not a way to develop a good highway system. You can easily ascertain from the State Foresters office the ownership facts that we have set forth. The one exception to my statement is the ownership of Government timber in this area. Although the federal ownership is large it must be, and is being operated on a sustained yield basis, and with an annual capacity not to exceed 10 million feet per year, and I am sure the present gravelled roads above Marcola are adequate for this capacity, particularly if the private operators who use these county roads will keep them up the same as we are presently doing.

We could write at length as to this company's past war effort and its probable future defense efforts. The only road that will help this company is the one from Marcola to the Eugene-Springfield area.

COPY

It is highly probable that the above statements will not meet the full approval of many of our citizens, and particularly of those inclined toward "Chamber of Commerce activities", but we must at some time come to a decision as to what we want to do. We think it is best to complete, remodernize the present urgently necessary roads or positions of road systems before getting off into the construction of not so needed roads and/or systems, subsidy of industry, and the furthering of a few special interests without the helping of the majority will leave us in the same chaotic road condition we have today, particularly in Western Oregon. The State and counties have built too many roads for lumbermen and too few roads for the general travelling public. The population of the Mohawk Valley gravitates to and trades in the Eugene-Springfield area, and improvement of the road from Marcola to this area will help a good portion of the citizens of Lane County, and particularly our employees who use it daily in commuting to and from work.

COPY

Yours very truly,

FISCHER LUMBER COMPANY

Dale Fischer (sgd.)

Dale Fischer, President

DF/it

COPY

FORM E-123X 25M 6-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

July 17, 1950

NOTED
J. W. CATTRALL

RECEIVED
JUL 18 1950
ENGINEER
/ RELATIONS

Oregon State Highway Commission

Gentlemen:

The only letter addressed to any member of the Lane County Court was the one sent to Commissioner L. G. [illegible] by John W. Cattrall, Engineer, County and City Relations, under date of May 2, copy of which was attached to my letter of June 7 to you. You can readily see that no promises whatsoever were made in this letter.

In order to clarify the matter, would suggest that the Secretary be authorized to send a letter to the Mohawk Valley Improvement Association, attention Mr. T. L. Elvins, President, somewhat as follows:

"The Highway Commission's attention was called by Mr. T. L. Elvins of your Association to the effect that some promises have been made to Lane County for the construction of the Marcola county road, which is a part of the federal-aid secondary highway system. Please be advised that no promises have been made by the Highway Commission or by any member of the State Highway Department. You, of course, realize that no member of the Highway Department has any authority to bind the Highway Commission, but investigation discloses that no promises have been made by anyone with reference to the building of this road.

"I am taking the opportunity to write you about this because too often in the past groups have construed something that either the Commission or members of the State Highway Department have said to mean a promise to do certain work and, as time went on, this became more and more fixed in their minds.

"You are not to construe that this statement would mean that the Highway Commission would never do anything with this road. Suffice it to say that no promises have been made with reference to the construction of this road nor is it included in any current or pending programs. When new programs are made up, the Commission will give consideration to it along with many others over the state."

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Mr. W. C. Williams
Mr. John W. Cattrall

FORM E-30X 25M 9-49 34933

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 12, 1950

NOTED
J. W. CATTRALL

SUBJECT:

To: Mr. R. H. Baldock

L

With reference to the statement of the delegation from the Mohawk Improvement Association that the County and City Relations Engineer, John Cattrall, had advised Lane County Commissioner L. G. Raish, by letter, that federal funds would be provided next year to improve the Marcola County Road, you are advised that Mr. Cattrall did not write a letter of any such kind.

I attach hereto a copy of a letter under date of May 2, replying to a letter from Commissioner Raish, and you will note that this makes no promises of any nature. This is the only letter Mr. Cattrall has written to the Lane County Commissioner relative to the Marcola Road.

A copy of this letter was included in the file you furnished to the Commission on June 7.

W. C. Williams

WCW:me
Encl.
cc Mr. John W. Cattrall

RECEIVED
JUL 13 1950
ENGINEER
COUNTY & CITY RELATIONS

FORM E-125X 5M 4-50

CAS 22B

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

June 7, 1950

Oregon State Highway Commission

NOTED
J. W. CATTRALL

Gentlemen

Herewith is a copy of a file about the Mohawk Improvement Association. Mr. Cattrall merely told them that he could not receive delegations. I have asked him henceforth to send such letters to me directly.

Apparently, Mr. Elvine thinks that the money is apportioned along political lines, and will insist that this county road, which is on the federal secondary system, be built by the State whether federal funds are available or not. I did not attempt to explain to him that the money is allocated on an economic basis in an attempt to build up the whole state and to secure the maximum benefits to the largest number of people. The members of the Association will not be satisfied unless they receive the answers to their questions from the Commission itself, and I doubt if that will satisfy them.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl
Encl.
cc Governor McKay

RECEIVED
JUN 8 1950
ENGINEER
COUNTY & CITY RELATIONS

ORM E-123X 25M 4-50

COMMISSIONERS
N R. CHANDLER, CHAIRMAN
COOS BAY
HAS. H. REYNOLDS, MEMBER
LA GRANDE
K. McIVER, MEMBER
PORTLAND

COPY COPY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

June 7, 1950

Mr. T. L. Elvins, President
Mohawk Valley Improvement Association
Mohawk, Oregon

Dear Sir:

The Honorable Douglas McKay, Governor of the State of Oregon, has referred to me your letter of May 22.

This is the first time that I have seen your letters. Mr. Cattrall, who wrote to County Commissioner Haich on May 2, thought you wanted an appointment with him. I now gather that you wished to discuss your matter with the State Highway Commission, which is a quite proper procedure.

Permit me to advise you, however, that the road in question is not a state highway; it is a county road but a part of the federal highway system.

The State Highway Commission will meet on Tuesday, July 11, in the Green Room of the Imperial Hotel in Portland, and you may appear before the Commission, if you so desire, at 10:30 that day. Please advise Mr. H. B. Glaisyer, Secretary of the Commission, if you plan to come, to the end that your name, as the representative of the Mohawk Valley Improvement Association, be placed on the agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl
cc Governor McKay
Members of State Highway Commission
Mr. Glaisyer

C
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P
Y

C
O
P
Y

Springfield, Ore.
May 28, 1950

Gov. Douglas McKay
Salem, Oregon

Dear Sir:

I and severalother men represent between two and three thousand voters in the Mohawk Valley. These voters have told us that they want us to get them a good road up this Valley and we intend to do that very thing. Our first endeavor was to try out your State Road Dept. We asked for an appointment and were told that they do not receive delegations. We wrote back stating that if we did not get an appointment we were coming anyhow, whick we will. However if we do we are going to take along reporters and photographers and really get us some publicity.

Your Road Dept. further states that they have no money for roads and will have to wait until Uncle Sam can contribute. If this is so, they certainly have plenty of time to interview delegations and we want to be interviewed. We believe that we have a plan whereby we can raise the necessary money here and not have to depend on Uncle Sam. We are willing also to get behind the plan and help to put it over.

Now Sir, we want an appointment with you and the State Road Dept. in the very near future. So far we are all for you up this valley and want to extend you an invitation to meet with us during your campaign. We will furnish the place and the crowd. But don't forget that we are filled up with this road we have and we want to get a new one that we can be proud of.

Yours very truly,

/s/ T. L. Elvins

T.L. Elvins, Pres.
Mohawk Valley Improvement Assn.
Mohawk, Oregon

Mohawk Oregon,
May 16,1950.

Mr. R.H.Baldock
State Highway Engineer.

Att. Mr. John W Cattrall
Engineer,County and City Relations,
Salemm Ore.

Dear Sir:

Through Mr. L.G.Raish we recently requested an appointment with you to go into the need and the means of aquiring a new road up the Mohawk Valley. Mr. Raish has given your reply to me and our Board of Directors. We have read this letter with considerable interest and cannot agree with the "policy" of your office in not meeting with delegations.

It is our opinion that you either directly or indirectly represent the voters of the State of Oregon and that it is your duty to cooperate with delegations every way possible. We realize that delegations as a rule are a great bother,but we do not feel that we are like the general run of delegations in that we think that we have something constructive to offer instead of the usual demand.

We also feel that a State as large and as rich and as old as the State of Oregon should have good roads.That you gentlemen should not be forced to operate with an empty till most of the time and just wait for Uncle Sam to contribute. It is our desire,if possible, to suggest and and help with ways and meansto overcome such a sad situation.

We want an appointment with you some time soon with the above in mind.If we dont get the appointment we will be there anyway and stay until we are heard. We have taken all we can take on being curtly put off and with the type of roads that we are forced to use.If it is money you need lets get it at home and not from Washington.

We proudly represent about three thousand voters who are expecting us to get results and we expect to get results. Will you please favor us with an early appointment.

Very truly yours,

T L Elvins
T.L.Elvins, Pres.
Mohawk Valey Improvement Assn,
Mohawk Oregon.

RECEIVED
~~MAY [illegible] 1950~~
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
MAY 18 1950
ENGINEER
[illegible]

May 2, 1950

NOTED
J. W. CATTRALL

Mr. L. G. Raish
Lane County Commissioner
Eugene, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

This is to acknowledge receipt of your letter of April 26 re an appointment with the Mohawk Improvement Association.

While it is our desire to cooperate with local groups whenever possible, a meeting with such a delegation would serve no useful purpose at this time. It is the policy of this office to deal through the respective county courts as much as possible. The Lane County Court by means of a resolution directed to the Highway Commission has already called attention to the desire and need for a Federal-aid secondary project on the Mohawk Valley Road. Until such time as Congress appropriates additional Federal-aid funds, no money is available to the State for future programming.

If you would pass the above information on to the members of the Association, it would be appreciated. They can be assured that their interests are being well represented by yourself and other members of the County Court.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM

J. HOLLAND
COMMISSIONER

L. G. RAISH
COMMISSIONER

LANE COUNTY COURT
CLINTON HURD, JUDGE
Eugene, Oregon

April 26, 1950

John W. Cattrall
State Highway Commission
Salem, Oregon

Dear Sir:

The Mohawk Improvement Association would like to have an appointment with you the 25th or 26th of May, regarding Federal Aid Funds for the purpose of building a road up the Mohawk Valley.

We have quite a large delegation from the entire Mohawk Valley that will call on you to suggest ways and means of getting funds for this road.

Please let me hear from you.

Yours truly,

L. G. Raish

L. G. Raish
County Commissioner

bw

RECEIVED
APR 27 1950
[illegible]

NOTED
J.F. HAGEMANN

FAS 228

1st 6 miles – Surface badly
deformed. Needs rebase & oiling.
Alignment poor. Improvement [illegible]
cost would be prohibitive.

2nd 6 miles – Hayden Br. to Donna.
([illegible])

Poor alignment.

Last 4 miles
Alignment [illegible] additional
[illegible]

J.F.H. 12/8/49

NOTED
J. W. CATTRALL

d by the Lane County
eration of an F.A.S.
e Mohawk County Road),
programmed.

would furnish re-
ne, will proceed
nown as the Fall
n length.

s for 1950 and 1951
tition is to focus
228 so that consider-
ared. In addition,
ose to do with their

Enclosed is a map with the routes of F.A.S. Highways 228 and 230 indicated in red.

John W. Cattrall
Acting Engineer,

By

John F. Hagemann
Field Engineer

JFH:MM
Encl.

Salem, Oregon
December 8, 1949

NOTED
J. W. CATTRALL

Mr. W. C. Williams
OFFICE

Enclosed is a copy of a resolution, adopted by the Lane County Court, petitioning the Highway Commission for consideration of an F.A.S. project on the Marcola County Road (also known as the Mohawk County Road), F.A.S. Highway 228, whenever future F.A.S. funds are programmed.

The resolution also states that the county would furnish required R/W for F.A.S. Highway 228 and, in the meantime, will proceed with the reconstruction of the Jasper-Lowell (also known as the Fall Creek) County Road, F.A.S. Highway 230, 11.4 miles in length.

The County Court is aware that F.A.S. funds for 1950 and 1951 have already been programmed. The purpose of the petition is to focus attention on the need of a project on F.A.S. Highway 228 so that consideration will be given it when future programs are prepared. In addition, the Court wishes to call attention to work they propose to do with their own forces and money on F.A.S. Highway 230.

Enclosed is a map with the routes of F.A.S. Highways 228 and 230 indicated in red.

John W. Cattrall
Acting Engineer,

By

John F. Hagemann
Field Engineer

JFH:MM
Encl.

RESOLUTION

WHEREAS, Federal Aid Secondary Highways 228 and 230, both being Lane County Roads, are being subjected to extremely heavy log and lumber traffic; and

WHEREAS, as a result of this heavy traffic it is necessary that both said F.A.S. Highways be reconstructed to a standard adequate for the type of traffic to which they are being subjected; and

WHEREAS, Lane County is financially unable to reconstruct both roads from county funds; and

WHEREAS, there have been no F.A.S. projects on Lane County Roads approved for construction since the designation of the present F.A.S. System; and

WHEREAS, Lane County has expended or obligated for expenditure county funds in the amount of $550,000 as part of the total cost of the Ferry Street bridge and approaches near Eugene; and,

WHEREAS, said Ferry Street bridge is a part of the approved F.A.S. System in Lane County,

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Lane County, Oregon, that:

1. The Oregon State Highway Commission be respectfully petitioned to favorably consider a reconstruction project on the Marcola County Road, F.A.S. Highway No. 228, from F.A.S. Highway No. 210 to Marcola, a distance of approximately sixteen miles, said project to be constructed from the first available F.A.S. funds.

2. If said project is given favorable consideration, Lane County

will undertake to do the following things:

a - Acquire all rights of way necessary for the reconstruction of the Marcola County Road, F.A.S. Highway No. 228.

b - Reconstruct the Jasper-Lowell County Road, F.A.S. Highway No. 230, said reconstruction to be done with county forces over a three year period, at the end of which the road will be oiled. This reconstruction will conform with AASHO standards for secondary and feeder roads.

Passed by the County Court of Lane County, Oregon, this 7th day of December, 1949.

By Clinton Hurd
County Judge

ATTEST:

By W. J. Holland
County Commissioner

County Clerk

By L. H. Parish
County Commissioner

-1[illegible] (2) [illegible] r [illegible].-[illegible] 1 [illegible]
[illegible] c. [illegible]
[illegible]3[illegible]3 [illegible] ort.-[illegible].

RECEIVED
JAN 1957
FOR FILING

S-157 (2)

December 28, 1956

FINAL COST ANALYSIS

St. Helens-Kaster Jct.-Mildreds Corner
Contract #4353

Kaster and Old Portland Roads
Prefix 505-1031-201(41)

Grading, surfacing and paving
Parker-Schram, Contractors
Roy W. Pyle, Resident Engineer

NOTED
W. C. WILLIAMS

4353

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	$ 1,575.00	$ All	$ 943.27	$ 1,575.00
Drainage excav. Unclass.	49.07	Cu.Yd.	5.00	3.82	187.37	245.35
General excav. Unclass.	2,177	" "	2.50	2.14	4,662.14	5,442.50
Truck Haul	958	Yd.Mi.	.20	.189	181.10	191.60
Finish roadbed & slopes	2.27	Mile	500.00	487.52.	1,106.69	1,135.00
12" Corr. Metal pipe	332	Lin.Ft.	2.85	2.78	922.52	946.20
18" Corr. Metal pipe	110	" "	3.85	3.81	418.92	423.50
30" Corr. Metal pipe	9	" "	7.70	8.09	72.84	69.30
12" Conc. pipe	12	" "	3.85	3.85	46.16	46.20
24" Conc. pipe	84	" "	4.85	4.54	381.36	407.40
Crusher run materials in base	8,473	Cu.Yd.	2.10	1.86	15,773.72	17,793.30
3/4"-0 Mat'l in base & shoulders	2,153	" "	2.65	2.55	5,490.12	5,705.45
Sprinkling	89	M/Gal.	2.00	2.19	194.62	178.00
Preparation of base	2.27	Mile	200.00	189.86	430.99	454.00
Class "B" Asph. Conc.	5,282.36	Ton	6.80	5.42	28,614.07	35,920.05
Extra for Asph. Conc. approaches	47	Each	35.00	24.07	1,131.51	1,645.00
P.A.1 Pit run gravel	1957	Cu.Yd.	1.80	1.22	2,387.79	3,522.60
P.A.2 R.C.3 Asphalt	3,394	Ton	45.00	43.55	1,478.15	1,527.30
P.A.2 3/4"-0 Crushed rock	299	Cu.Yd.	3.50	3.34	1,000.01	1,046.50
P.A.3 R.S.2 Asphalt	22.43	Ton	51.00	47.55	1,066.60	1,144.95
P.A.3 1/4"-#10 Crushed rock or gravel	191	Cu.Yd.	4.50	4.25	812.55	859.50
P.A.4 R.S.1 Asph. in fog tack coat	4.83	Ton	112.30	96.04	463.90	542.41
					$67,656.40	$80,821.11

Gross Revenue	$	80,821.11
Total Cost		67,656.40
Net Profit	$	13,164.71

Net Profit Equals 16.3% Gross Revenue

DETAIL OF COSTS on Contract #4353

Labor:

Labor	$9,939.20	
Labor Insurance	993.92	
		$10,933.12

Equipment & Misc. Supplies:

Equipment (owned)	10,115.67	
Equipment (Rental)	7,082.95	
Gas, Oil and Grease	1,321.80	
Bond	620.89	
P.L. & P.D.	485.00	
Cartage & Freight	500.00	
Home Office & Overhead	1,318.63	
Misc. Supplies & Small tools	1,616.42	
		$23,064.15

Materials:	Quantity	Unit	Unit Cost	Total Cost		
12" Corr. Metal pipe	332	Lin.Ft.	$ 1.98	$ 657.36		
18" Corr. Metal pipe	110	" "	2.98	327.80		
30" Corr. Metal pipe	9	" "	5.29	47.61		
18" Conc. pipe	12	" "	1.91	22.92		
24" Conc. pipe	84	" "	2.65	222.60		
Crusher run Material in base	8,473	Cu.Yds.	.84	7,136.70		
3/4"-0 Mat'l in base & shoulders	2,153	" "	1.24	2,676.25		
R.C.3	33.94	Tons	25.63	869.88		
R.S.2	22.43	"	27.24	610.99		
R.S.1	4.83	"	26.66	128.77		
3/4"-0	299	Cu.Yds.	1.24	370.76		
¼"-10	191	" "	1.75	334.25		
Class "B" Asphaltic Conc. (Commercial)	5,282.36	Ton	3.74	19,756.03		
					$33,161.97	
			TOTAL COST			$67,656.40

Remarks:

This project is a "Federal Aid Secondary Project" calling for widening of 0.38 mile of roadbed, involving approximately 900 Cu. yds. of excavation, construct leveling course and shoulders and 960 tons of asphaltic concrete pavement.

The east end of unit 1 is at station 77+18.25, which station is at the St. Helens Pulp and Paper company's plant. The west end of Unit 1 is at station 57+01.33, which station is at the intersection of Kaster road (18th Avenue) and Old Portland Rd. The northerly end of Unit 2 is at station 0+94 North, which station is 0.09 mile south of McNulty Creek on the Old Portland Road. The southerly end of Unit 2 is at station 99+94 south, which station is near Mildreds Corner. The total length of both units was 2.29 miles.

Contract was bid Jan. 19, 1955 was awarded Jan. 31, 1955 work started April 28, 1955 and was completed Sept. 21, 1955 and was finaled July 27, 1956.

Clearing was of mostly hand work done by men who are kept the year around. Small amount of excavation was very difficult due to shallow cuts in solid rock, buildings and houses in the immediate vicinity made progress very slow in the drilling & shooting of the ditch lines. Aggregates for this project for base were hauled from our source on Tide Cr.-St.Helens project with pit run gravel in price agreement #1 coming from commercial source at Scappose.

Paving with Class "B" Asphaltic concrete was done by plant set up on Tide Cr.-St.Helens project.

This project was worked in conjunction with 3 other projects in the immediate vicinity and full utilization of equipment and labor resulted in a good profit.

M. N. Juve
Chief Cost Analyst

By

H. R. Sturgis

Form A-150—10M—9-55

J. [illegible]MANN

INVOICE

Oregon State Highway Department

SALEM, OREGON

RECEIVED
DEC 18 1956

Columbia County
St. Helens, Oregon

Attn: County Court

Invoice No. 48846
Date December 17, 1956
Your Req. No.
Billing Request No. cc-274
Credit distribution: [illegible]5-1031-297

Final billing county's share total cost St. Helens Paper Company - [illegible]drod's Corner FAS 974, covered by agreement dated January, 1955.

Original Advance Deposit	1[illegible],600.00	
Less: Amt. previously transferred	1[illegible],000.00	3,600.00
Balance Advance Deposit		
County share of total costs as per attached	1[illegible],276.22	
Less: Amt. previously transferred	1[illegible],000.00	1,276.22
Balance		$ 676.22
Amount due		

ACKNOW[illegible]
Date Received [illegible]
By

State Printing 88944

State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:te
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

December 17, 1956

Columbia County Court
Courthouse
St. Helens, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Final costs are now available for the St. Helens - McNulty Creek and St. Helens Paper Company - Mildred's Corner Sections of FAS 574 and it has been determined that the agreed county share of the costs for the respective sections is $13,905.82 and $19,276.22 as per the attached cost statements. As the county initially deposited $12,200. for the St. Helens - McNulty Creek Section and $18,600. for the St. Helens Paper Company - Mildred's Corner Section, a balance of $676.22 and $1,705.82 for a total of $2,382.04 is due the State.

A billing form from our accounting division for the amount due will be forwarded within the next few days. Please make payment upon receipt of this billing form. If you have any questions on this matter, please contact this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:te
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS
Completed 9/21/55

County Columbia Contract No. 4353 Date 12/14/56

FAS 574 Section St. Helens Paper Company-Mildreds Corner

PAYMENTS TO CONTRACTOR

	Item	Unit	Unit Price	Total Qty.	Total Cost
1.	Clearing & grubbing	All	$1,575.00	100%	$ 1,575.00
2.	Drainage excavation, unclass.	c.y.	5.00	49.07	245.35
3.	General " "	c.y.	2.50	2,177	5,442.50
4.	Truck haul	yd. mile	0.20	958	191.60
5.	Finish roadbed & slopes	mile	500.00	2.27	1,135.00
6.	12" corrugated metal pipe	l.f.	2.85	332	946.20
7.	18" " " "	l.f.	3.85	110	423.50
8.	30" " " "	l.f.	7.70	9	69.30
9.	18" concrete pipe	l.f.	3.85	12	46.20
10.	24" " "	l.f.	4.85	84	407.40
11.	Crusher-run material in base	c.y.	2.10	8,473	17,793.30
12.	3/4"-0 Mat'l in base & shldrs.	c.y.	2.65	2,153	5,705.45
13.	Sprinkling	M/gal.	2.00	89	178.00
14	Preparation of base	mile	200.00	2.27	454.00
16.	Class B asphaltic concrete	ton	6.80	5,282.36	35,920.05
17.	Extra for asph. conc. approaches	each	35.00	47	1,645.00
PA#1	Pit run gravel fill material	c.y.	1.80	1,957	3,522.60
PA#2	RC-3 asphalt in binder	ton	45.00	33.94	1,527.30
	3/4"-0 crushed rock in binder	c.y.	3.50	299	1,046.50
PA#3	RS-2 asphalt in seal	ton	51.00	22.45	1,144.95
	1/4"-#40 crushed rock or gravel in seal	c.y.	4.50	191	859.50
PA#4	RS-1 asphalt in tack coat	ton	112.30	4.83	542.41
				Subtotal	$80,821.11
				Furnish & install railroad crossing signs	171.99
				Construction Engineering	7,559.34
				TOTAL CONSTRUCTION COSTS	$88,552.44
				FEDERAL FUNDS COLLECTED FOR PROJECT	50,000.00

AGREED COUNTY SHARE TOTAL COSTS
(50% of difference between total cost and federal funds)
($88,552.44 - $50,000) X 1/2 = $19,276.22

County Share Total Cost......	$19,276.22
Advance Deposit..............	18,600.00
BALANCE DUE STATE FROM COUNTY	$ 676.22

S-157 (2)
4353

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 15, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4353	7-Final	Parker-Schram Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17338	H-158463	$ 2,424.63	8/15/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 15, 1955

Time Extensions: to Sept. 21, 1955

Completion Date: Sept. 21, 1955

Date Accepted: Jan. 26, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-17-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: AUG 17 1956

Ruth Rawlings

RECEIVED
AUG 7 1956
FOR FILING

S-157 (2)
4353

August 7, 1956

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4353 for work performed on the St. Helens Paper Company-Mildreds Corner Section of the Kaster and Old Portland Roads in Columbia County was completed by the contractor, Parker-Schram Company, on September 21, 1955 and was formally accepted by the Highway Commission on January 26,1956.

Final payment in the amount of $2,424.63 will be released to the contractor on or after August 17, 1956. The total contract amount is $80,821.11 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
520 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JUL 30 1956
FOR FILING

5-137 (2)

4353

July 30, 1956

CERTIFIED MAIL

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Parker-Schram Company on contract No. 4353, covering grading and paving on the St. Helens Paper Company-Wildreds Corner Section of the Kaster and Old Portland Roads in Columbia County.

This payment, in the amount of $4,171.03 will be released to contractor on or after August 9, 1956. The retained percentage is $2,424.63.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: Glens Falls Indemnity Company
Amerata & Schram
520 Mead Bldg.,
Portland 4, Oregon

NOTED ON CARD
dc

RECEIVED
FEB 8 1956
FOR FILING

S-257(9)
4353

February 7, 1956

Parker-Schram Company
200 Builders Exchange Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 26 had under discussion your request for an extension of time from September 15 to September 30, 1955 within which to complete your contract No. 4353, covering the St. Helens Paper Company-Mildreds Corner Section of the Kaster and Old Portland Roads in Columbia County.

We are pleased to inform you that the Highway Commission granted your request to and including September 21, 1955, the actual completion date. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton
Division Engineer

Roy W. Pyle,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
DEC 30 1955
FOR FILING

S-127 (5)
4353

December 29, 1955

Request for extension of time
No. 2
January 26-27 meeting

Oregon State Highway Commission

Gentlemen:

Herewith a request from Parker-Schram Company for an extension of time on the St. Helens Paper Company-Mildreds Corner Section, Contract No. 4353, from September 15 to September 30, 1955.

The addition of a seal coat to this project after the contract was awarded necessitated the overrun in time. The project was actually completed on September 21, and I recommend that the extension be granted, to and including that date, without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

cc Mr. Forrest Cooper

RECEIVED
OCT 20 1955
FOR FILING

S-157(2)
4353

October 18, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 21, 1955, on Contract No. 4353, St. Helens Paper Co.-Mildreds Corner Section, in Columbia County, in connection with Federal Aid Project No. S-157(2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc: John Cottrell

[illegible]:ch

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 7, 1955

Section St. Helens Paper Co.-Mildreds Corner

Kind of work Grading and Paving

Highway Kaster and Old Portland Road

Section prefix 505-1031

Contractor Parker-Schram Co.

Contract number 4353

Date of contract January 31, 1955

Date of completion Sept. 15, 1955

Date work started April 23, 1955

Estimated date of completion September 21, 1955

Project authorization $93,190.29

Exclusive of Engineering $86,563.52

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $81,663.00

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $6,626.87

Engineering cost to date $6,288.71, 94.9 %

Date project was completed September 21, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project was completed by September 15th except for the seal coat which was finished on the 21st of September. The few spots on the shoulders that needed some additional rock were filled in with excess material offof the seal coat.

NOTED
H. G. SMITH

RECEIVED
OCT 18 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
L. H. Young

Signed Roy W. Fyfe

Address Box 564 St. Helens Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77060

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.29	2.29			2.29
Miles partially completed					
Miles completed	2.29	2.29			2.29
Total estimated quantities	4,179 CY	11,116 CY		57.5 T	5,282.4 T
Estimated quantities moved or placed to date	4,179 CY	11,116 CY		57.5 T	5,282.4 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					

Average force on project for week

Percentages of men employed on contract to be secured from: .... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	Cloudy Rain		
Thursday	"		
Friday	"		
Saturday	"		

1[illegible]39

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State [illegible]gon
County Columbia
Project No. S-157(2)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 20th day of June, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 18th day of November, 1954, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program: Being 2.291 miles of grading, draining, and 2-lane high type pavement (Character of work)

between F.A. Route 1 near Warren and St. Helens, (Control points), consisting of 2.291 miles of roadway and no (Number) bridges ~~totaling _____ miles in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of fifty thousand and 00/100 dollars ($50,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is ninety-one thousand, sixty-four and 49/100 dollars ($91,064.49).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title)

By Chas H Reynolds
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer, Bureau of Public Roads

—32551

RECEIVED
JUN 16 1955
DIVISION 8

Oregon State Highway Department

Federal Aid Secondary
Project No. S-157 (2)

ST. HELENS PAPER COMPANY-MILDREDS CORNER SECTION OF THE CASTER AND OLD PORTLAND ROADS IN COLUMBIA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 21, 1955

Type Code 6201
Roadway (Sta. 0+94 to Sta. 99+84) (Sta. 57+01.33 to Sta. 77+18.25)
(Contract No. 4353)

		$	$
All Required	Clearing and Grubbing		1,575.00
60 cu. yds.	Drainage Excavation, Unclassified	5.00	300.00
3,400 cu. yds.	General Excavation, Unclassified	2.50	8,500.00
1,000 yd. mi.	Truck Haul	0.20	200.00
2.29 miles	Finishing Roadbed and Slopes	500.00	1,145.00
380 lin. ft.	12-Inch Corrugated Metal Pipe	2.85	1,083.00
120 lin. ft.	18-Inch Corrugated Metal Pipe	3.85	462.00
15 lin. ft.	30-Inch Corrugated Metal Pipe	7.70	115.50
9 lin. ft.	18-Inch Concrete Pipe	3.85	34.65
15 lin. ft.	24-Inch Concrete Pipe	4.85	72.75
9,000 Cu. yds.	Crusher-Run Material in Base	2.10	18,900.00
3,400 cu. yds.	3/4" - 0 Material in Base and Shoulders	2.65	9,010.00
300 M-gals.	Sprinkling	2.00	600.00
2.29 miles	Preparation of Base	200.00	458.00
34 tons	RS-2 Asphalt in Tack and Prime Coat	45.00	1,530.00
5,500 tons	Class "B" Asphaltic Concrete	6.80	37,400.00
40 only	Extra for Asphaltic Concrete Approaches	35.00	1,400.00
	Subtotal		$82,785.90
	10% Engr. & Cont.		8,278.59
	Total		$91,064.49

Length of Roadway 2.291 Miles
Cost of Roadway per Mile $39,748.79

Federal Funds	$50,000.00
State Funds	16,000.00
County Funds	25,064.49
	$91,064.49

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary cash has been deposited by Columbia County with the Highway Department.

RECEIVED
MAY 5 1955
FOR FILING

S-157(2)
4353

May 2, 1955

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 28, 1955 on Contract No. 4353, St. Helens Paper Co.-Mildreds Corner Section, in Columbia County, in connection with Federal Aid Project No. S-157(2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DJP:ch

RECEIVED
APR 22 1955
FOR FILING

S-157(2)
4353

Salem, Oregon
April 21, 1955

Mr. A. G. Skelton

You have a copy of our letter dated April 5 to Mr. C. F. Thomas, Chief Engineer, S. P. & S. Railway, asking that his Company make the railroad cross-buck installation at Crossing No. 5A-24.5 on the St. Helens Paper Co.-Mildreds Corner Section, Contract No. 4353.

We have recently received a letter from Mr. Thomas stating that the Railway Company would install the cross-bucks and then bill us.

Would you please submit a State Force Order covering this work, also follow up to see that the cross-bucks are in place before completion of the contract.

W. C. Williams

JAH:ia

Form 1012

SPOKANE PORTLAND AND SEATTLE RY

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

C. F. THOMAS,
SECRETARY
CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

April 18, 1955

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

W. C. WILLIAMS

Dear Sir:

I have your request of April 5, 1955, with respect to the railway company furnishing and installing reflectorized cross-buck signs at grade crossing #5A-24.5 at the intersection of the St. Helens Paper Company-Mildreds Corner Section of the Old Portland Road in Columbia County.

The railway company is agreeable to making this installation at the Highway's expense.

Very truly yours,

C. F. Thomas
Chief Engineer

HFM-c

RECEIVED

RECEIVED
APR 22 1955
FOR FILING

S-157 (2)
4353

Salem, Oregon
April 21, 1955

Mr. W. O. Widdows

To conform with requirements of the Bureau of Public Roads, it will be necessary to install reflectorized advance warning signs at the grade crossing of the S. P. & S. Railway tracks with the Old Portland County Road in Columbia County.

The Railway Company will install the cross-bucks.

The crossing referred to is at Station 98+95 on the St. Helens Paper Co.-Mildreds Corner project, Contract No. 4353.

The signs should be installed before completion of the job, which is estimated to be September 1, 1955. Expense should be charged to Prefix 505-1031. Federal-aid Project is S-157 (2).

W. C. Williams

JAH:ia

ELMER B. LOYD, COMMISSIONER
DEER ISLAND

CLYDE HENDERSON, COMMISSIONER
VERNONIA

Columbia County Court
JOHN W. WHIPPLE, COUNTY JUDGE
ST. HELENS, OREGON

NOTED
[illegible] C. Ayers

February 2, 1955.

NOTED
J. W. CATTRALL

Oregon State Highway Department,
Salem,
Oregon.

Attention: Mr. John W. Cattrall
Engineer, County and City Relations

Gentlemen:

Reference is made to your letter of January 28, 1955, referring to the N. Scappoose Creek Bridge project on FAS 609, the Pittsburg-Scappoose County Road. We note that you would like to accept bids on this bridge at the March 2-3 meeting. It meets with our approval, and we have no objections to your putting a provision in the specifications that the contractor is not to start construction of this bridge until the County has removed the existing bridge, and has made provision for the carrying of traffic by means of a detour. Which provision we are willing to comply with. I am wondering, however, if we should start the detour, and remove the existing bridge on said road until contract is let, in order that we will know the bridge is going to be constructed. I raise this point because of the failure to obtain a contract at the last letting of this project.

Reference is made to the last paragraph of your letter concerning the removal of all fences on the St. Helens-Mildred's Corner project. The owners of the land abutting this project have been requested to move their fences back to the right of way line, and we are again contacting these property owners asking for a signed statement that they will have same removed by March 1, 1955.

[illegible]

Yours very truly,

John W. Whipple

John W. Whipple
County Judge

NOTED
J. [illegible]

JWW:n
cc:Pyle

copy to Bridge Div
2-4-55
Jere

RECEIVED
FEB 4 1955
ENGINEER
COU[illegible] CITY RELATIONS

NOTED
Harold C. A[illegible]rs

January 28, 1955

FAS 609

Columbia County Court
Court House
St. Helens, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

Reference is made to the N. Scappoose Creek Bridge project on FAS 609, the Pittsburg-Scappoose County Road. We would like to accept bids on this bridge at the March 2-3 Highway Commission meeting with a provision in the specifications that the contractor cannot begin work until the County has removed the existing bridge and has made provisions for carrying traffic by means of a detour. This would permit the contractor to order materials and be ready to commence work immediately after water conditions permit installation of the detour by the county. It would be appreciated if you would advise us as soon as possible if this meets with the Court's approval.

FAS 574
S. 1572)

Our division office advises that the County was to see that all fences on the St. Helens-Mildred's Corner project were moved back to the right of way line and that this has not been accomplished to date. It is suggested that you contact our resident engineer at St. Helens and make provisions to immediately move or cause to be moved those fences which would interfere with the contractor's operations.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

Form A-180 10M 2-54

INVOICE
Oregon State Highway Department
Salem, Oregon

NOTED
J. W. CATTRALL

Columbia County
St. Helens, Oregon

Attn: County Court

NOTED
Harold C. Ayers

Invoice No. 37742
Date February 1, 1955
Your Req. No.
Billing Request No. cc-432
Credit distribution: 505-1031-897

Advance Deposit	18,600.00
Partial transfer County's share total cost. St. Helens - Mildred's Corner, Columbia County FAS project, covered by agreement dated January, 1955	15,000.00
To be retained	3,600.00

RECEIVED
FEB 4 1955
ENGINEER
COU [illegible] RELATIONS

John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert

NOTED
J. F. HAGEMANN

Salem, Oregon
January 31, 1955

NOTED
Harold C. A[illegible]rs

Mr. W. C. Williams
OFFICE

NOTED
J. W. CATTRALL

We have received this date an advance deposit from Columbia County of $18,600 in connection with the St. Helens-Mildred's Corner Section of FAS 574. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert

NOTED
J. F. HAGEMANN

RECEIVED
JAN 25 1955
FOR FILING

S-157(2)
4353

January 21, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to assure you that prior to completion of the proposed construction of the St. Helens Paper Co.-Mildreds Corner Section of the Old Portland Road (Porject S-157(2)) in Columbia County, the State will see that reflectorized cross-buck signs and reflectorized advance warning signs are installed at the railroad grade crossing as required by G.A.M. No. 63.

The crossing referred to is near the southerly end of the project at station 98+95.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JAH
JAH:sla

RECEIVED
APR 7 1955

FOR FILING

5-157(2)
4353

5

April 5, 1955

Mr. C. F. Thomas, Chief Engineer
Spokane, Portland & Seattle Railway
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Sir:

We have recently awarded a contract for grading and paving the St. Helens Paper Co.-Mildreds Corner Section of the Old Portland Road in Columbia County. As your railroad grade crossing No. 5A-24.5, about 2 miles south from St. Helens, is within the limits of the project we are desirous of having it protected by 2 reflectorized cross-buck signs and 2 reflectorized advance warning signs.

On April 28, 1954, you wrote us regarding your standard for reflectorized cross-buck signs at another grade crossing on this same highway. You also stated that you had materials and were willing to make the necessary installation and bill the Highway Department. Your offer was accepted.

As we cannot conveniently provide the metal posts which are part of your cross-buck standards, we would like to make a similar arrangement for you to make the necessary cross-buck installation at crossing No. 5A-24.5 and bill us for same.

The reflectorized advance warning signs will be installed by our signing department.

As our construction work at this crossing will be completed about September 1, 1955, the signs should be in place by that time.

Would you kindly advise if this arrangement meets with your approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JAH:ia

cc: A. G. Skelton
W. O. Widdows

8

RECEIVED
FEB 28 1955
FOR FILING

S-157 (2)

[illegible]

February 25, 1955

Parker-Schram Co.
200 Builders Exchange Bldg.
Portland 4, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4353, which was awarded to you on January 31 by the State Highway Commission, covering the St.Helens Paper Company-Mildreds Corner Section of the Kaster and Old Portland Roads in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

FEB 18 1955

S-157(5)
4353

Files 9

January 31, 1955

NOTED
J. Mc C.

Parker-Schram Company
Builders Exchange Building
Portland, Oregon

Gentlemen:

The State Highway Commission on January 19th accepted your proposal for grading and paving on the St. Helens Paper Company-Mildreds Corner Section of the Kaster and Old Portland Roads in Columbia County for the sum of $82,765.90 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4353.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

mdc

cc - Mr. R. C. Savage
Mr. H. G. Smith
Mr. S. H. Probert
Pacific Builder and Engineer, Inc.

RECEIVED
FOR FILING

7

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1207 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon 19 55
January 31
2:25 p.m.

To Parker-Schram Company
Street and No. Builders Exchange Building
Care of or Apt. No.
Place Portland, Oregon

Contract for St. Helens Paper Company-Mildred Corner Section of Kaster and old Portland Roads in Columbia County for which you submitted low bid on January 19 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CC: CONFIRMATION
Accounting (5003-900)
Files
C. W. Head

Sender's name and address (For reference)

Sender's telephone number

Assistant Engineer

JFH:mm

cc: S. H. Probert

RECEIVED
FEB 1 1955
FOR FILING

S-157(2)
4353

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1955

SUBJECT:

To: Mr. W. C. Williams ✓
OFFICE

[illegible]
W. C. WILLIAMS

We have received this date an advance deposit from Columbia County of $18,600 in connection with the St. Helens-Mildred's Corner Section of FAS 574. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert

RECEIVED
JAN 27 1955
FOR FILING

Const
Fed Aid
Prog. & Proj.

S-157(2)

January 26, 1955

County Court of Columbia County
Court House
St. Helens, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Columbia County one fully executed copy each of a Maintenance Agreement and Finance Agreement between the State Highway Commission and Columbia County covering the St. Helens Paper Company-Mildreds Corner Section of the Kaster and Old Portland Road, FAS 574.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
JAN 27 1955
FOR FILING

Contract
Fed. Aid
Prog. & Dev.

5-157(2)

File

Salem, Oregon
January 26, 1955

Maint. - 207
Finance - 62

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Columbia County covering the St. Helens Paper Company-Mildreds Corner Section of the Kaster and Old Portland Road, FAS 574.

The original of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Columbia County.

Secretary

rn
Attach: 5

agenda F"

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 13, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of a finance agreement covering the St. Helens Paper Company-Mildreds Corner Section of the Kaster and Old Portland Road, FAS 574, in Columbia County.

Two copies of the agreement have been signed by the County Court and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies for transmittal to the B.P.R.

This project was approved by the Highway Commission on August 9, 1954.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham
John D. Graham
Office Engineer

Bids to be received 1-19-55

AUTHORIZED BY HIGHWAY COMMISSION
DATE Aug 9, 1954, minute page 41
HBGlaisyer
SECRETARY

JDG:mm
Att.

2 copies of each
to be signed

4 [illegible]

RECEIVED
JAN 13 1955
OFFICE OF
STATE HIGHWAY ENGINEER

A

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

January 20, 1955

Columbia County Court
Court House
St. Helens, Oregon

NOTED
J. F. HALLMANN

Gentlemen:

On January 19th the Highway Commission received a satisfactory bid from Parker-Schram Company of Portland for construction of the St. Helens-Mildred's Corner project on FAS 574. As per the agreement between the County and State, the following advance deposit by Columbia County is required prior to award of contract:

Bid Items	$82,785.90
Add Item - Drain Pipe Construction	50.00
12-1/2% Engineering & Contingencies	10,354.49
Estimated Total Cost	$93,190.39
Advance Deposit (20% of Est. Cost).	$18,600.00

As Columbia County already has $3,500 on deposit in connection with the North Fork, Scappoose Creek bridge which has not yet been contracted, the County may either deposit an additional $15,100 at this time or deposit the entire $18,600, leaving the $3,500 on deposit to apply against the bridge project when it comes up for contracting. Please make the deposit by means of a warrant or check payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit a contract will be awarded.

As this bid was somewhat over our original estimate the County has a balance of available FAS funds (including Federal, State, and County funds) of approximately $83,000. Of this $83,000 an estimated $23,000 is obligated for the North Fork, Scappoose Creek bridge, leaving $60,000 available for a future project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:mm

RECEIVED
JAN 20 1955
FOR FILING

Const
Fed Aid
Prog - [illegible]

S-157(2)

January 20, 1955

Parker-Schram Company
400 Builders Exchange Building
Portland 4, Oregon

Gentlemen:

The State Highway Commission on January 19, 1955 accepted your bid in the amount of $84,785.90 for grading and paving the St. Helens Paper Company-Mildreds Corner Section of the Kaster and Old Portland Roads southerly from St. Helens in Columbia County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage (SIAC)

RECEIVED
FOR FILING

S-157(2)
1333

Const
Fed. Aid
Prog. [illegible]

January 7, 1955

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The December 23, 1954 request for approval of individual project program change, Item No. 287, Project S-157(2), Federal-aid Secondary Highway Program was approved for the Commissioner of Public Roads by Division Engineer's memorandum January 4, 1955.

Unit 1 of the project was initially programmed for 22 foot pavement. Due to high cost of additional right of way the pavement width has been reduced to 20 feet to stay within the present right of way limits. Also, later and more accurate data showed the programmed cost to be too low.

The total cost will now read $82,000, Federal Funds $50,000, County $16,000, State $16,000.

Very truly yours,

C. G. POLK
District Engineer

Original
to Mr Probert

NOTED
Harold C. Ayers

NOTED
V. R. JONES

Salem, Oregon
November 1, 1954

NOTED
J. W. CATTRALL

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

The field data for the St. Helens-Warren Section of FAS 574 in Columbia County has been examined and found to be consistent with the project as requested by the county.

The field estimate of $82,000 is considerably over the $65,000 originally programmed; however, Columbia County has sufficient FAS funds available to cover the increased cost. It is requested that this office be advised when the reviewed estimate is available.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

NOTED
J. F. HAGEMANN

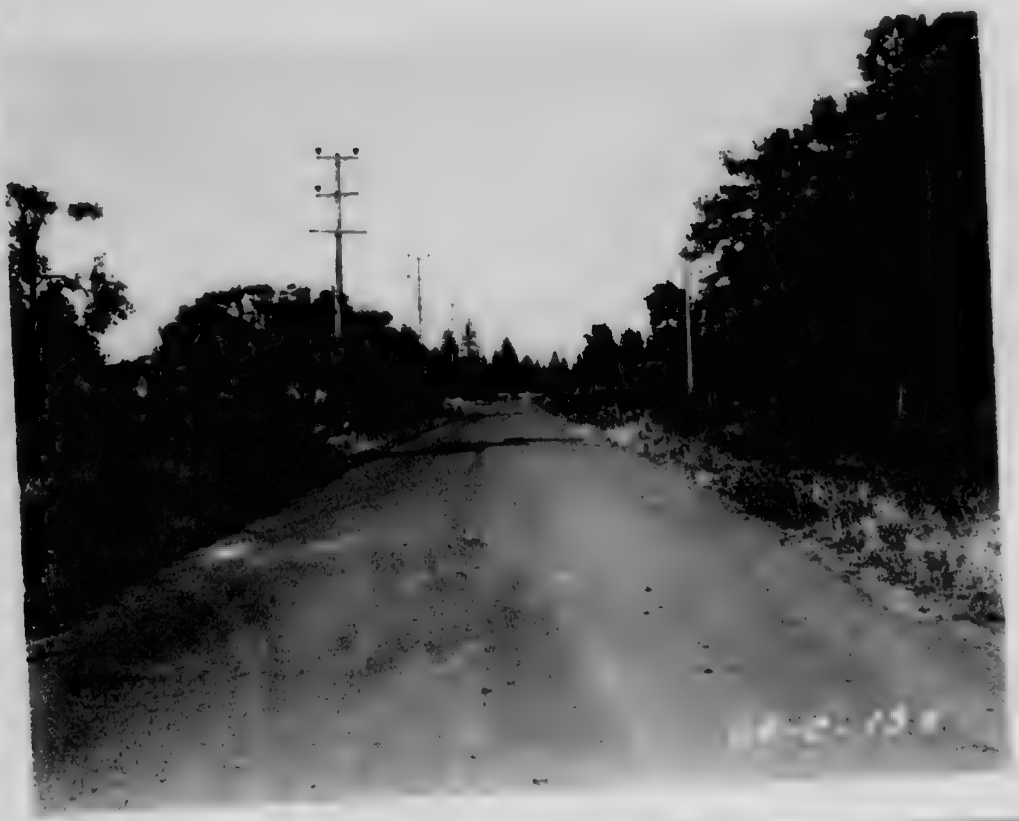
JFH:mm

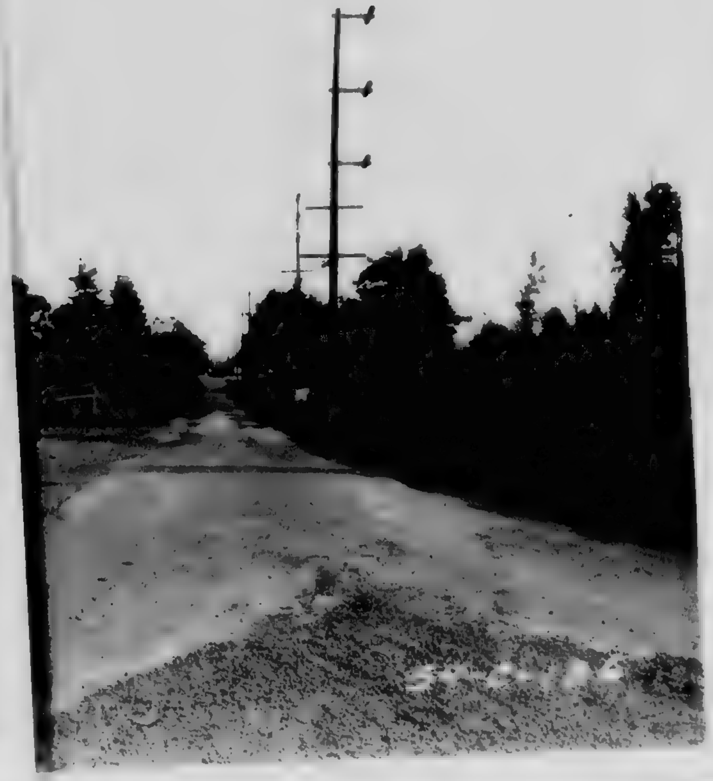
cc: Mr. V. G. O'Neil

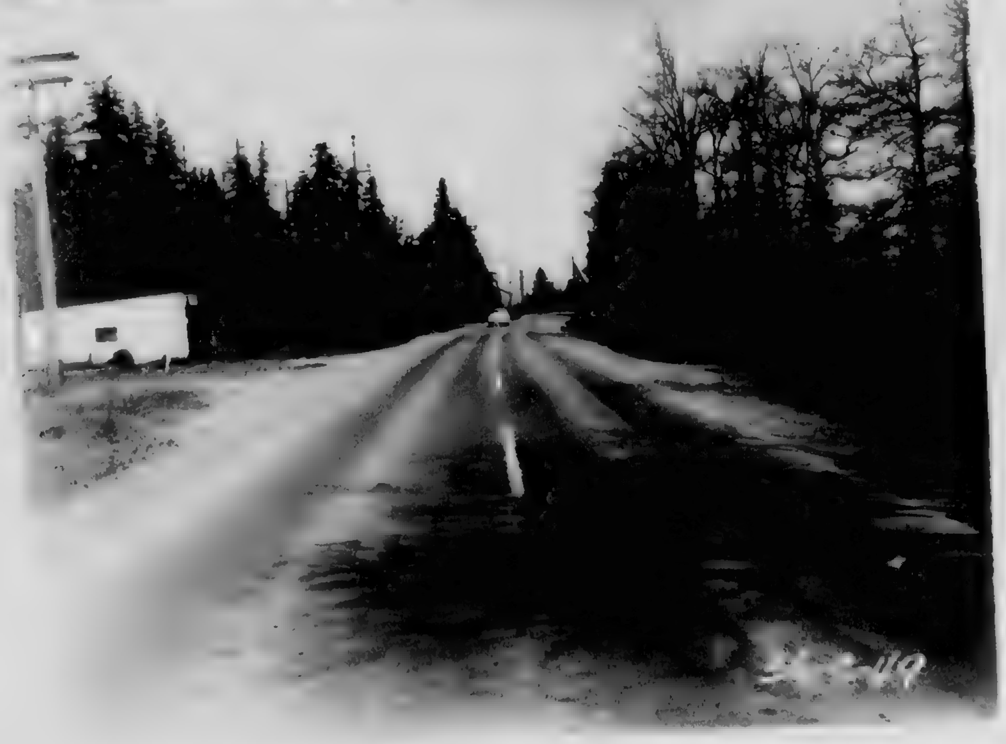
FAS 514 County ________ Contract No. ________

Section ________

Location ________

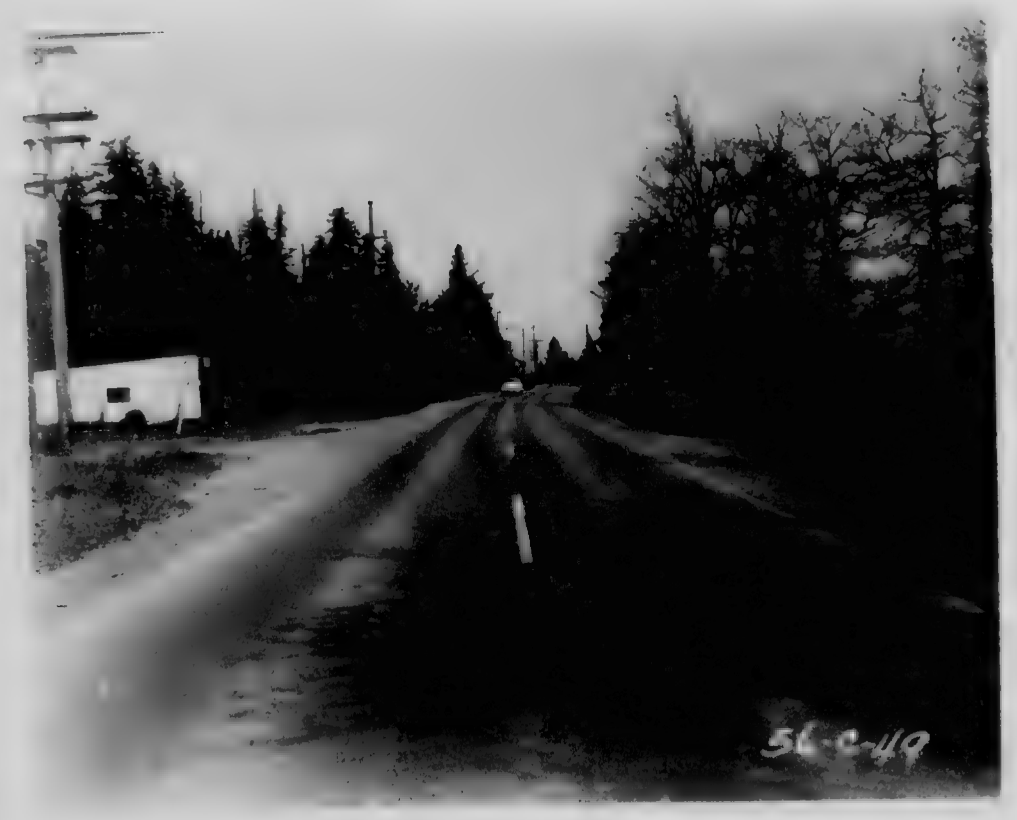






Contract No.________

4/18/56



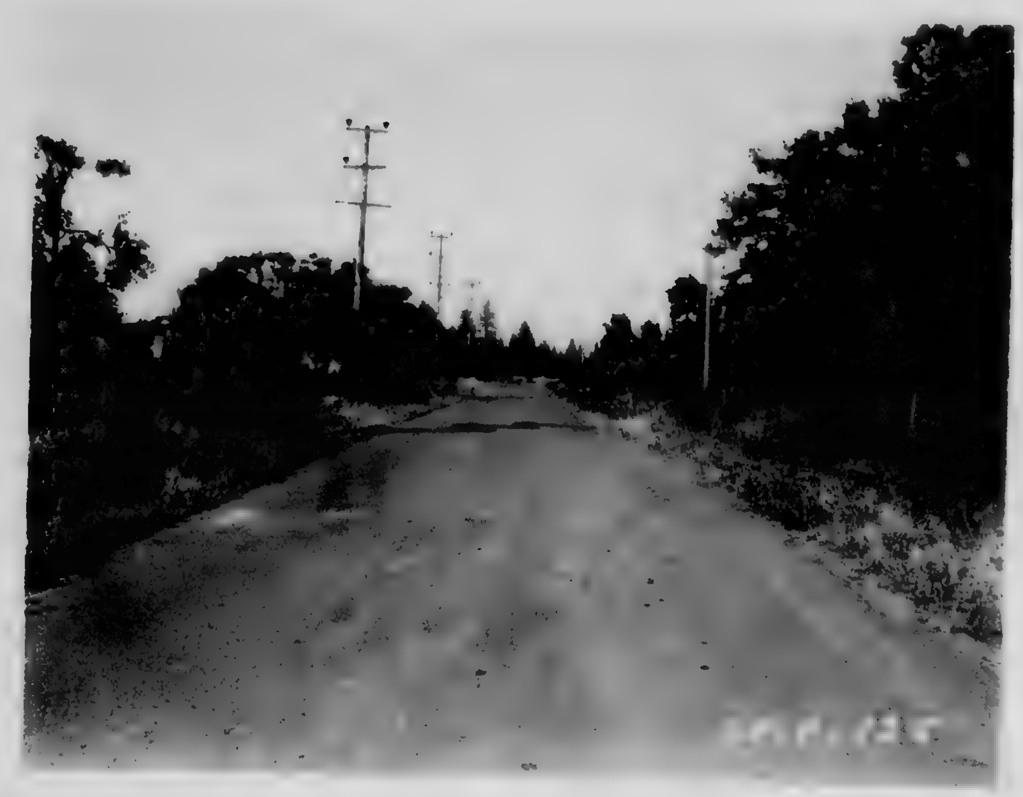
4/18/56

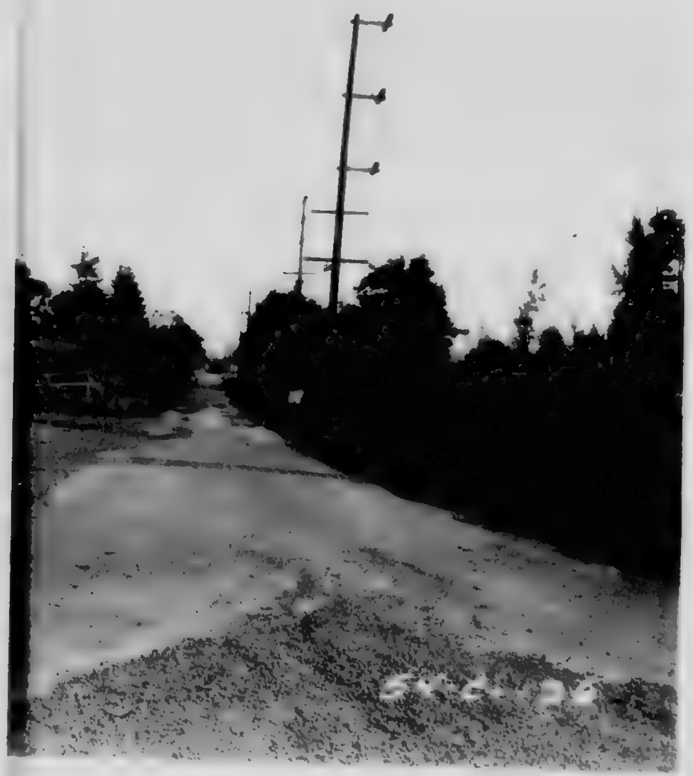
4/18/56

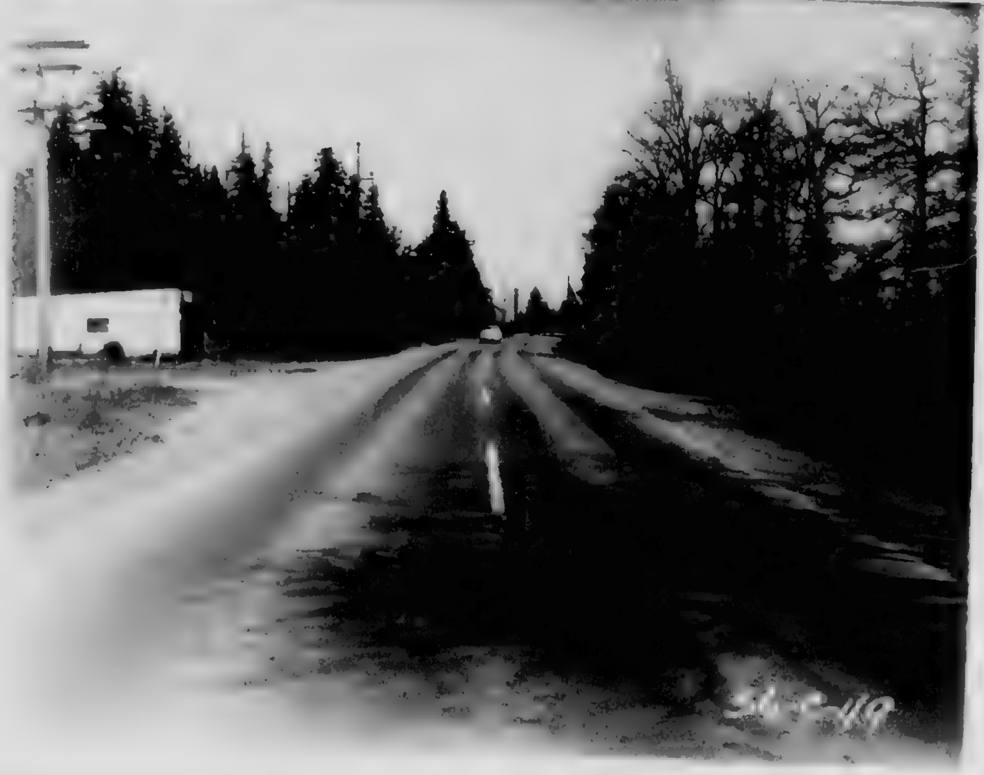
FAS [illegible] County__________ Contract No.______

Section [illegible]

Location [illegible]


54-F-125


54-C-26


54-C-49

11/19/56

Columbia Co
[illegible]-574

FORM E-30 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Sept. 27, 1954

NOTED
Harold C. A[illegible]

SUBJECT: Base Design Charts

To: ~~Mr. A. G. Skelton~~
~~Division Engineer~~
~~Division I~~
~~Portland, Oregon~~

RECEIVED
SEP 27 1954
ENGINEER
CO[illegible]TIONS

NOTED
J. F. HAGEMANN

Dear Sir:

Reference is made to the St. Helens - Warren Section, of the [illegible] Highway.

Enclosed you will find 1 add. base design charts prepared from laboratory tests, numbers 347024.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

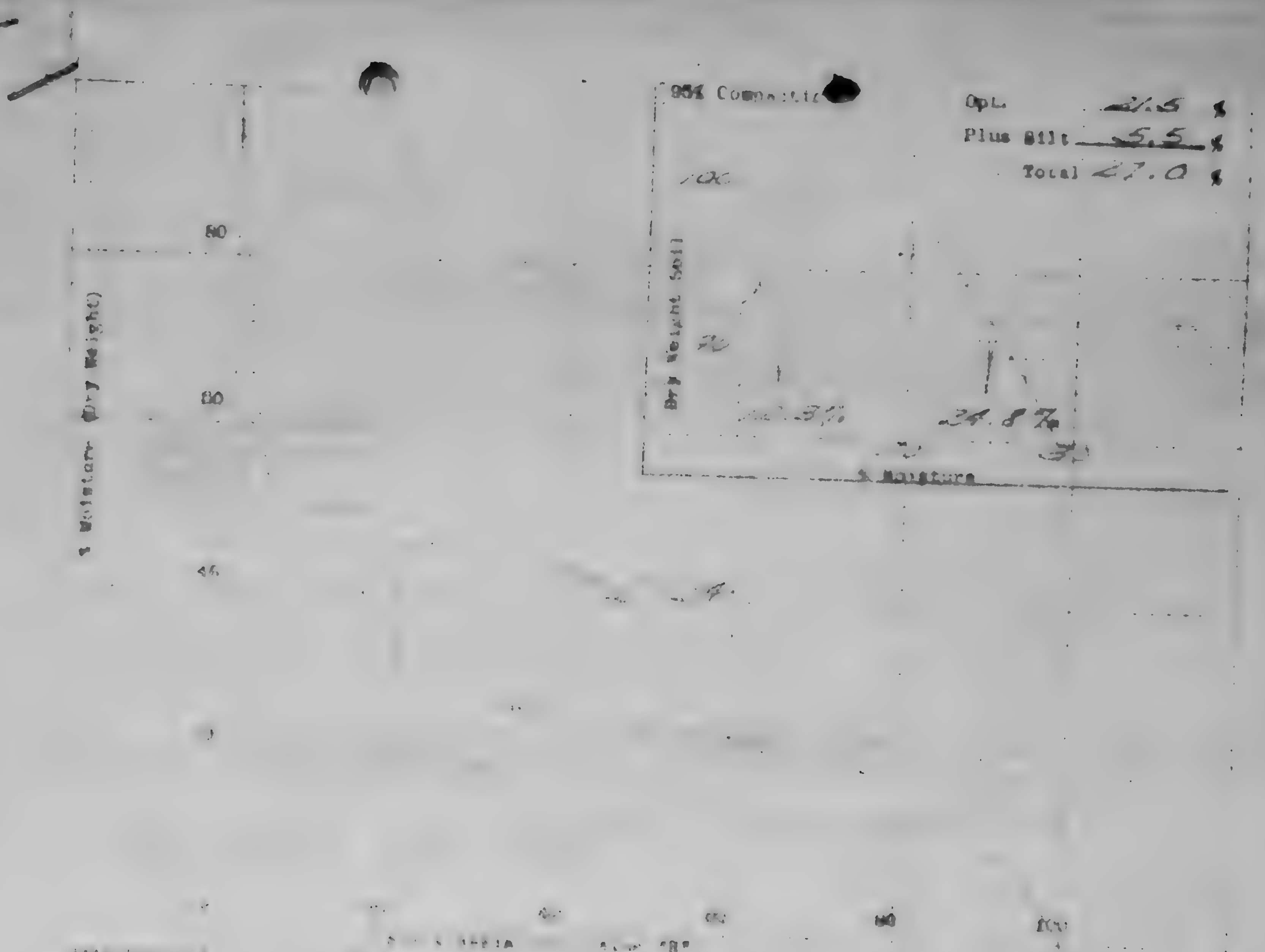
The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc H. G. Smith
[illegible] Treadwell
~~County & City~~
J. A. Larson



Opt. 21.5 %
Plus Silt 5.5 %
Total 27.0 %

Lab. No.	[illegible]
LL	32
PI	
Pass 200 Screen	74.[illegible] %
HYDROMETER ANALYSIS	
Particles larger than	
2.0 mm.	[illegible] %
Coarse Sand	[illegible] %
Fine Sand	[illegible] %
Silt	[illegible] %
Clay	[illegible] %
[illegible]	[illegible]
Natural Moisture	%

NOTE

[illegible] base depth should be [illegible] penetration

[illegible] Traffic	10.0 "
[illegible] Reduction	"
Minus Wearing Surface	3.5 "
	6.5 "
Plus 20% Increase	1.5 "
Plus Wearing Surface	3.5 "
Total Base & Wear	11.5 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section St. Helens - Warren
Hwy U.S. 30
Station 56+00, 2' rt. ℄
Depth 4' [illegible] below subgrade
Hole #
To be used [illegible]
Profile No. [illegible]
County Columbia
Date [illegible]
Designed by [illegible]

FORM E-30 25M 9-51 [illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Col. Co.

NOTED

Salem, Oregon
Sept. 22, 1954

SUBJECT: Base Design Charts

To: Mr. A. C. Shelton
Division Engineer
Division I
Portland, Oregon

Dear Sir:

Reference is made to the St. Helens - Warren Section, of the F. A. S. 574 Highway.

Enclosed you will find 1 add. base design charts prepared from laboratory tests, numbers 346334.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

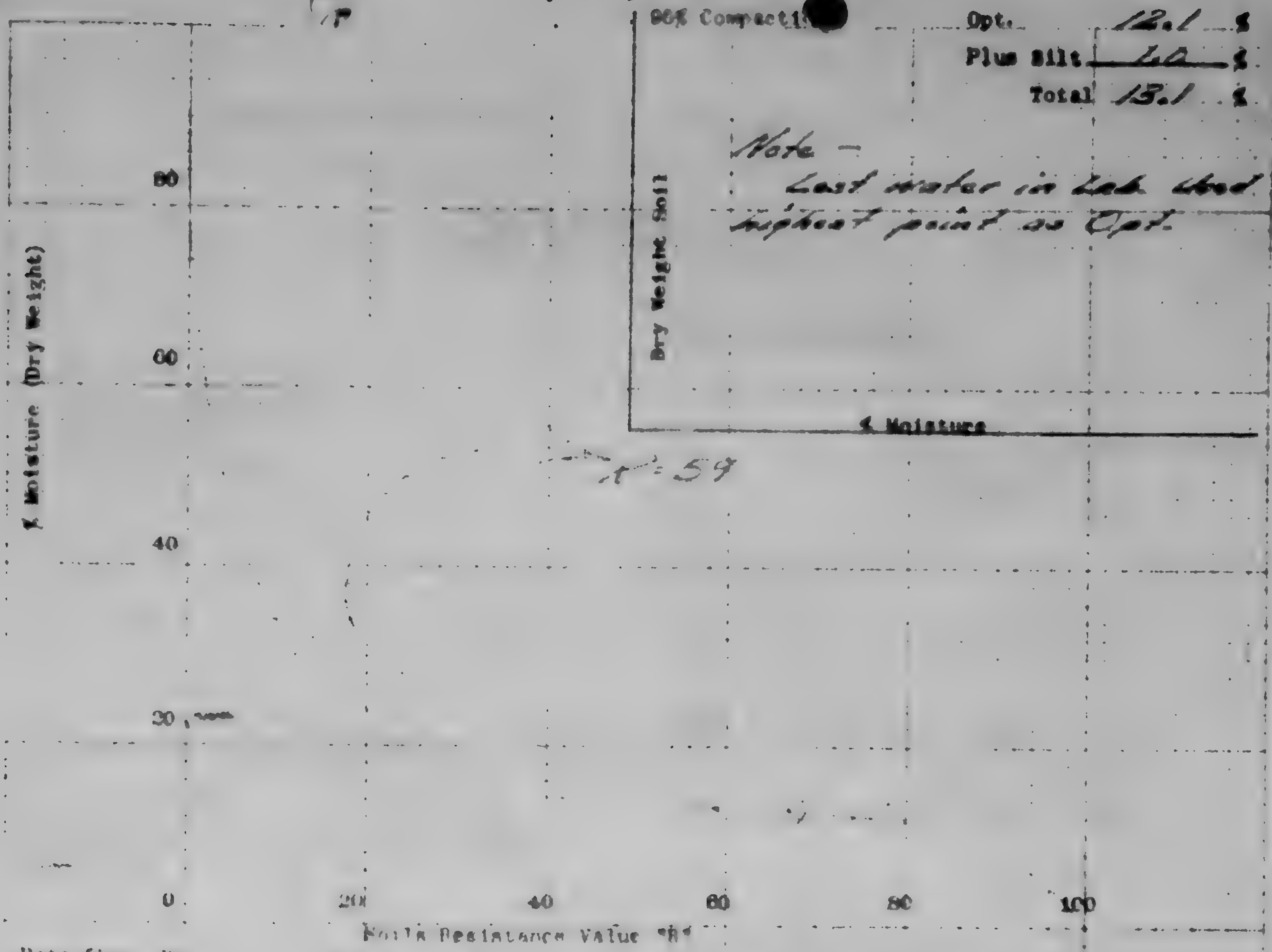
H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RECEIVED
SEP 22 1954
ENGINEER
CO[illegible]IONS

RW:of
Encls.
cc H. G. Smith
R. C. Broadwell
J. A. Larsen
County & City

NOTED
J. F. [illegible]



Opt. 12.1 %
Plus Silt 1.0 %
Total 13.1 %

Note –
Last water in Lab. Used highest point as Opt.

R = 59

Data Sheet No A33215
Lab. No. 546334
LL 25
PI 3
Pass 200 Screen 20.3 %
HYDROMETER ANALYSIS
Particles larger than
2.0 mm 61.0 %
Coarse Sand 28 %
Fine Sand 27 %
Silt 12.5 %
Clay 4.0 %
Sg 2.76
Natural Moisture %

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of soil represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

Base & Wear M	Traffic	10.0 "
Minus Rock Reduction		— "
		"
Minus Wearing Surface		3.5 "
		6.5 "
Plus 20% Increase		1.5 "
Plus Wearing Surface		3.5 "
Total Base & Wear		11.5 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section St. Helens - Warren
Hwy F.A.S. 374
Station 81+00, Lt. ℄ 10'
Depth - 4"- 8"
Hole #
To be used -
Profile No. 505-1257
County - Columbia
Date 9-21-54
Designed by S

FORM E-30 25M 9-51 28018

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Sept. 14, 1954

SUBJECT: Base Design Charts
Columbia Co

To: Mr. A. G. Skelton
Division Engineer
Division I
Portland, Oregon

NOTED
Harold C. Ayers

Dear Sir:

Reference is made to the St. Helens - Warren Section, of the F. A. S. 974 Highway.

Enclosed you will find 1 base design charts prepared from laboratory tests, numbers 346047

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

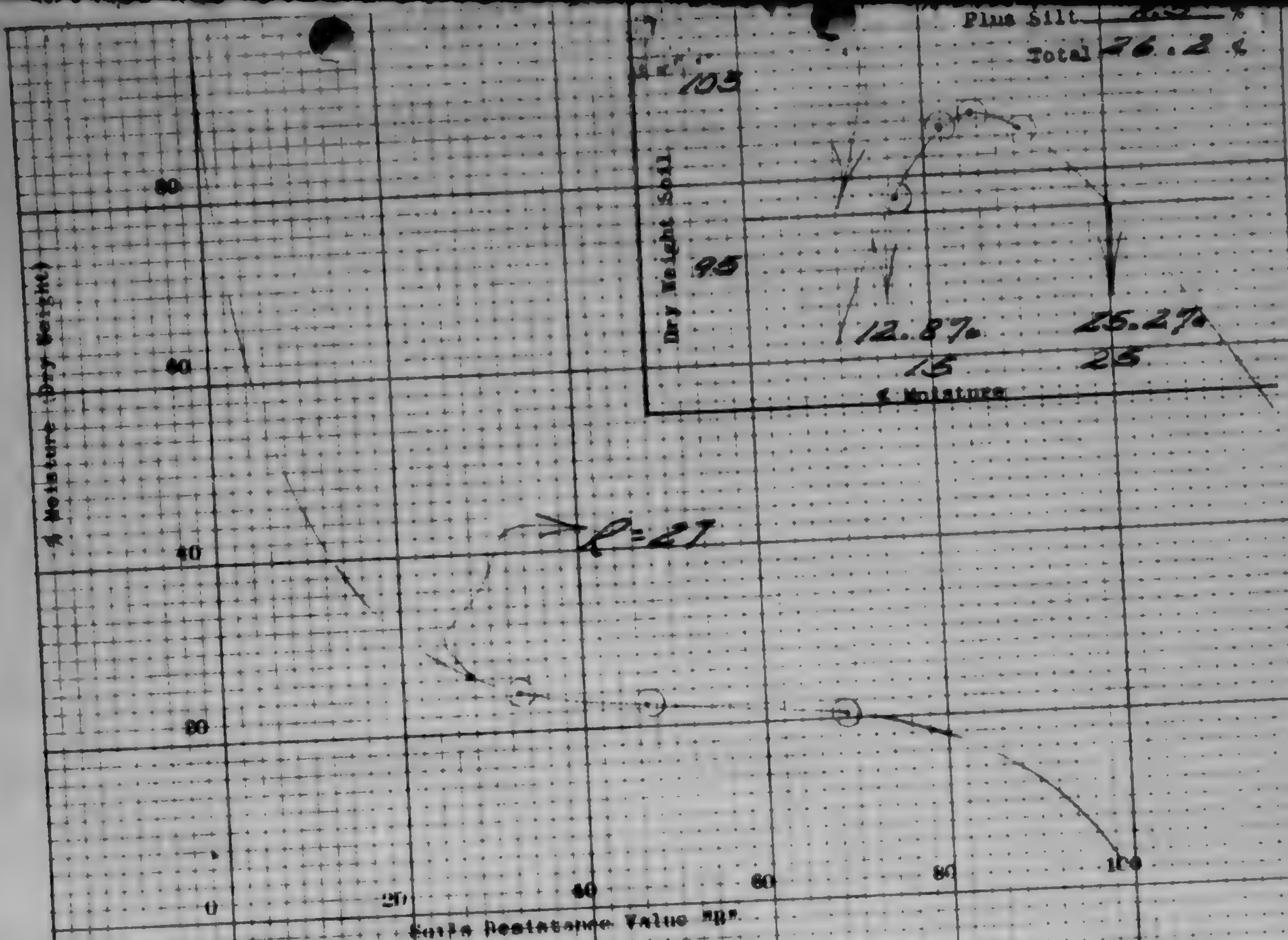
Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc
H. G. Smith
R. C. Broadwell
County and City
J. A. Lawson

Plus Silt ____ %
Total 26.2 %



B.P.R. Sheet No. A33214
Lab. No. 346047
LL 27
PI 3
Pass 200 Screen 81.6 %
HYDROMETER ANALYSIS
Particles larger than
2.0 mm 0.0 %
Coarse Sand .4 %
Fine Sand 30.6 %
Silt 49.0 %
Clay 20.0 %
Sg 2.67
Natural Moisture %

Base & Wear M Traffic 11.5 "
Minus Rock Reduction —— "
"
Minus Wearing Surface 3.5 "
8.0 "
2.0 "
Plus 25% Increase 3.6 "
Plus Wearing Surface 13.5 "
Total Base & Wear

NOTE.
"This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section St. Helens - Warren
Hwy F.A.S. 574
Station L 36+00, 11' Rt. of ℄
Depth - 4" - 18"
Hole # 5
To be used - Subgrade
Prefix No. 506-1457
County - Columbia
Date - 9-18-54
Designed by S

ELMER B. LOYD, COMMISSIONER
DEER ISLAND

CLYDE HENDERSON, COMMISSIONER
VERNONIA

Columbia County Court
JOHN V. WHIPPLE, COUNTY JUDGE
ST. HELENS, OREGON

NOTED
V. R. JONES

August 17, 1954.

NOTED
Harold C. Ayers

Oregon State Highway Department,
Salem,
Oregon.

Att: Mr. John F. Hagemann,
Asst. Engr., County
and City Relations.

Gentlemen:

Reference is made to your letter of August 12, 1954, advising construction approval of FAS 574, in our county.

In reading same, I note that the next to the last word in the first paragraph is mis-spelled, and whether or not it means anything, I am not certain. Where the expression is used "Easterly to the Columbia River Highway at Warren known as Milly's Corner", should be Mildred's Corner.

I was sorry to learn that the bidder backed out on the Scappoose Vernonia Highway Bridge. If this construction is let next year, it will materially increase the amount of money we will have to raise for the county's share in the two FAS projects. However, I presume, we will have to wait, as the year has advanced to the point, where it would not be desirous to put this bridge in after November.

Yours very truly,

John W. Whipple

JWW:n

JOHN W. WHIPPLE
County Judge

NOTED
J. F. HAGEMANN

RECEIVED
AUG 19 1954
EN[illegible]
CO[illegible] RELATIONS

RECEIVED
AUG 19 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED
R. JONES

NOTED
Harold C. Ayers

August 12, 1954

FAS 574

Columbia County Court
Court House
St. Helens, Oregon

Gentlemen:

On August 9th the Highway Commission approved for construction with Federal Aid Secondary funds the project in Columbia County as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Preparation of plans and specifications and approval by the Bureau of Public Roads are now required prior to contracting the proposed project. Preliminary engineering will be handled by our Division Office in Portland and will proceed as rapidly as available engineering personnel will permit.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

COLUMBIA COUNTY
PROPOSED PROJECT

FAS 574 - St. Helens-Warren, Approximately 2.3 Miles, $65,000. This section extends from the entrance to the St. Helens Pulp & Paper Company westerly to the intersection of the old Portland Road and 18th Avenue, a distance of approximately 0.36 mile, and from the east end of the present McNulty Creek project, easterly to the Columbia River Highway at Warren known as Milly's Corner.

The proposed project is to widen and resurface with asphaltic concrete the existing 18' bituminous surface from the St. Helens Pulp & Paper Company to 18th Avenue. If possible, the A.C. pavement should be 22' wide with 2' shoulders on this section. If this would involve extensive grading or right of way purchase the pavement width could be cut to 20'. On the balance of the project the existing 16' to 18' bituminous surface should be widened and resurfaced with a 20' asphaltic concrete pavement with 2' shoulders. The design of this project will be similar to the St. Helens-McNulty Creek section now under contract.

8/2/54

S-219(3) E. Unit, Carlton Jct.-Newberg 1955
Sec., Yamhill-Newberg Hwy.
#4354

RECEIVED
JUN [illegible] 1957
FOR FILING

4354
RW

State: Oregon

Project No.: S-219(3)

4354

MODIFICATION OF PROJECT AGREEMENT

The project agreement heretofore entered into on the 20th day of June, 1955, between the Commissioner of Public Roads and the Oregon State Highway Commission for the construction of Oregon Project S-219(3), is hereby modified to change the approved estimate of cost to $167,581.17 and the Federal funds set aside to the credit of the project to $103,800.00, which does not exceed the authorized Federal pro rata share of the approved estimated cost.

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Dated this 12th day of June, 1957.

OREGON STATE HIGHWAY COMMISSION

By: Chas H Reynolds
Chairman, State Highway Commission

By:
Member, State Highway Commission

By:
Member, State Highway Commission

RECOMMENDED FOR
STATE HIGHWAY ENGINEER

Attest

COMMISSIONER OF PUBLIC ROADS

By: C. G. POLK
Division Engineer
U.S. Bureau of Public Roads

By: E. H. Cowan
E. H. COWAN
Acting Division Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No. S-219(3)

EAST UNIT, CARLTON JUNCTION-[illegible] SECTION OF THE YAMHILL-[illegible] HIGHWAY IN YAMHILL COUNTY

(Revised estimate as a basis for modified project agreement. Based on construction quantities and price agreements.)

Salem, Oregon, April 19, 1957

Type Code 6201
Roadway (Sta. 410+50 to Sta. 580+60.4 = 34+38) (Contract No. 4354)

All Required	Clearing and Grubbing		$ 4,200.00
1,499 cu. yds.	Drainage Excavation, Unclassified	$2.50	3,747.50
36,134 cu. yds.	General Excavation, Unclassified	0.32	11,562.88
72,494 yd. sta.	Short Overhaul	0.01	724.94
880 C-yd. sta.	Long Overhaul	0.50	440.00
3.21 miles	Finishing Roadbed and Slopes	500.00	1,605.00
1,845 lin. ft.	Rounding Cutbanks	0.18	332.10
97 lin. ft.	54 inch Corrugated Metal Pipe	23.75	2,303.75
81 lin. ft.	72 inch Corrugated Metal Pipe	35.00	2,835.00
1,311 lin. ft.	12 inch Concrete Pipe	1.90	2,490.90
489 lin. ft.	18 inch Concrete Pipe	3.25	1,589.25
91 lin. ft.	24 inch Concrete Pipe	4.75	432.25
23,897 cu. yds.	2" - 0 Rock in Base	1.90	45,404.30
4,345 cu. yds.	3/4" - 0 Rock in Base and Shoulders	2.25	9,776.25
1,774 M-gals.	Sprinkling	2.50	4,435.00
3.21 miles	Preparation of Base	150.00	481.50
696 cu. yds.	Rock in Binder Course	3.00	2,088.00
65 tons	RC-3 Asphalt in Binder Course	39.50	2,567.50
7,729 tons	Class "B" Asphaltic Concrete	6.00	46,374.00
18 only	Extra for Asphaltic Concrete Approaches	30.00	540.00
	Price Agreement #1		
175 lin. ft.	8 inch Perforated Metal Drain Pipe	2.30	402.50
15 cu. yds.	Special Backfill in Drains	4.00	60.00
	Price Agreement #2		
7,729 tons	Extra for Class "B" Asphaltic Concrete due material source change	0.60	4,637.40
	Price Agreement #3		
35 tons	RS-1 Asphalt in Pavement Seal	50.00	1,750.00
263 cu. yds.	¼" - #10 Aggregate in Pavement Seal	5.50	1,446.50
	Price Agreement #4		
2 tons	RS-1 Emulsified Asphalt in Fog Coat	60.00	120.00
	Subtotal		$152,346.52
	10% Engr. & Cont.		15,234.65
	Total		$167,581.17

Length of Roadway	3.208 Miles
Length of Structure	0.014 Mile
Total Length	3.222 Miles
Cost of Roadway Per Mile	$52,238.51

Federal Funds	$103,800.00
State Funds	63,781.17
	$167,581.17

State Funds for Const.: Chap. 175, laws 1927; Chap. 31, laws 1920; Chap 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Grnc [illegible]43

State [illegible]egon

County Yamhill

Project No. S-219(3)

4354

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 20th day of June, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 18th day of November, 1954, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 3.222 miles of grading, draining, and two-lane high type pavement
(Character of work)

between F.A. Route 32 in Yamhill and F.A. Route 9 in Newberg,
(Control points)

consisting of 3.222 miles of roadway and no (Number) bridges XXXXXXXXXXXXXXXXXXXXXXXX XXXXX.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of ninety-nine thousand and 00/100 dollars ($ 99,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one hundred sixty thousand, six hundred forty-four and 99/100 dollars ($ 160,644.99).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITHNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title)

By Chas H Reynolds

Member, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By

Division Engineer, Bureau of Public Roads

—32551

RECEIVED
JUN 16 1955
DIVISION 8

ART

Oregon State Highway Department

Federal Aid Secondary
Project No. S-219(3)

EAST UNIT, CARLTON JUNCTION-[illegible] SECTION,

YAMHILL-[illegible] HIGHWAY IN YAMHILL COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 21, 1955

Type Code 6201
Roadway (Sta. 410+50 to Sta. 550+60, 4=34+33) (Contract No. 4354)

		$	$ 4,200.00
All Required	Clearing and Grubbing	2.50	2,750.00
1,100 cu. yds.	Drainage Excavation, Unclassified	0.32	11,200.00
35,000 cu. yds.	General Excavation, Unclassified	0.01	600.00
60,000 yd. sta.	Short Overhaul	0.50	650.00
1,300 C-yd.sta.	Long Overhaul	500.00	1,605.00
3.21 miles	Finishing Roadbed and Slopes	0.18	360.00
2,000 lin. ft.	Rounding Cutbanks	6.20	74.40
12 lin. ft.	24-Inch Corrugated Metal Pipe	23.75	2,612.50
110 lin. ft.	54-Inch Corrugated Metal Pipe	35.00	2,800.00
80 lin. ft.	72-Inch Corrugated Metal Pipe	1.90	1,710.00
900 lin. ft.	12-Inch Concrete Pipe	3.25	1,235.00
380 lin. ft.	18-Inch Concrete Pipe	4.75	47.50
10 lin. ft.	24-Inch Concrete Pipe	1.90	43,700.00
23,000 cu. yds.	2" - 0 Rock in Base	2.25	12,150.00
5,400 cu. yds.	3/4" - 0 Rock in Base and Shoulders	2.50	1,750.00
700 M-gal.	Sprinkling	150.00	481.50
3.21 mile	Preparation of Base	3.00	1,350.00
450 cu. yds.	3/4" - 0 Rock in Binder Course	39.50	2,765.00
70 tons	RC-3 Asphalt in Binder Course	6.00	52,200.00
8,700 tons	Class "B" Asphaltic Concrete	30.00	1,800.00
60 only	Extra for Asphaltic Concrete Approaches		
			$146,040.90
	Subtotal		14,604.09
	10% Engr. & Cont.		$160,644.99
	Total		

Length of Roadway	3.208 Miles
Length of Structure	0.014 Mile
Total Length	3.222 Miles
Cost of Roadway Per Mile	$50,076.36

	$ 99,000.00
Federal Funds..	61,644.99
State Funds..	$160,644.99

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds For Maint.: Chap. 529, Laws 1939.

RECEIVED
JAN 18 1957
FOR FILING

S-219(3)

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 16, 1957

(CONTRACT NO.)
4354
4354

(EST. NO.)
13 Post Final

(CONTRACTOR)
C. C. Meisel

(VOUCHER NO.)
470

(WARRANT NO.)
H170558

(AMOUNT)
$656.23

(DATE)
1/16/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

F. Cole
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1955

Time Extensions: to Aug. 22, 1956

Completion Date: Aug. 22, 1956

Date Accepted: Sept. 27, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-17-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 17 1957

RECEIVED
JAN 18 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 16, 1957

S-219 (3)		
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4354 4354	12 Final	C. C. Meisel

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
468	H170556	$ 4,625.53	1/16/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

F. Cole
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1955

Time Extensions: to Aug. 22, 1956

Completion Date: Aug. 22, 1956

Date Accepted: Sept. 27, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-17-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

C. CARD

Warrant Mailed:

JAN 17 1957
Jch

W.C. Williams 1

W. C. WILLIAMS

FINAL COST ANALYSIS

December 3, 1956
S-219(3)
4354

E. Unit, Carlton Jct.-Newberg
Contract No. 4354

Grading and Paving
C. C. Meisel, Contractor
L. V. Blickenstaff, Resident Engineer

Prefix: 136-1026 S-219(3)
Yamhill - Newberg Highway

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1&2 Clearing & Grubbing	All		$4,200.00	$	$ 2,726.13	$ 4,200.00
(2) Drainage Excavation	1,498.87	Cu. Yd.	2.50	2.31	3,466.30	3,747.18
(2) General Excavation	36,133.9	Cu. Yd.	.32	.225	8,131.55	11,562.85
(2) Short Overhaul	72,493.9	Yd. Sta.	.01	.01	756.57	724.94
(2) Long Overhaul	880.31	C-yd. Sta.	.50	.48	423.00	440.16
(2) Finish Roadbed and Slopes	3.21	Mile	500.00	472.69	1,517.35	1,605.00
(2) Rounding Cutbanks	1,845	Lin. Ft.	.18	.17	316.31	332.10
(2) 54" Corr. Metal Pipe	97	Lin. Ft.	23.75	17.37	1,684.98	2,303.75
(2) 72" Corr. Metal Pipe	81	Lin. Ft.	35.00	29.69	2,405.56	2,835.00
(2) 12" Concrete Pipe	1,311	Lin. Ft.	1.90	1.58	2,072.69	2,490.90
(2) 18" Concrete Pipe	489	Lin. Ft.	3.25	3.01	1,467.99	1,589.25
(2) 24" Concrete Pipe	91	Lin. Ft.	4.75	4.33	394.31	432.25
2"-0 Rock in Base	23,897	Cu. Yd.	1.90	1.81	43,312.87	45,404.30
1 3/4"-0 Rock in Base and Shoulders	4,345	Cu. Yd.	2.25	2.21	9,613.65	9,776.25
1&2 Sprinkling	1,774	M/gal.	2.50	2.11	3,752.67	4,435.00
(1) Preparation of Base	3.21	Mile	150.00	121.90	391.30	481.50
(1) 3/4"-0 Rock in Binder Course	696	Cu. Yd.	3.00	2.71	1,885.58	2,088.00
(1) RC-3 Asph. in Binder Course	65.47	Ton	39.50	36.75	2,406.34	2,586.07
(1) Class "B" Asph. Conc.	7,729.41	Ton	6.00	6.42	49,616.26	46,376.46
(1) Extra for Asph. Conc. Approaches	18	Each	30.00	28.10	505.91	540.00
(2) PA #1, 8" Perf. CMP Uncoated	175	Lin. Ft.	2.30	1.79	312.75	402.50
(2) PA#1, Special Backfill in Drain	15	Cu. Yd.	4.00	4.91	73.71	60.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
(1) PA #2, Extra Pmt. for Class "B" Asph. Conc.	7,729.41	Ton	$ .60	Cost included ih the Class "B" Asph. Conc.		$ 4,637.65
(1) PA #3 RS-1 Asph. in Seal	34.76	Ton	50.00	$42.76	$ 1,486.59	1,738.00
(1) PA #3 1/4"-#10 Aggr. in Seal	263	Cu. Yd.	5.50	5.02	1,320.87	1,446.50
(1) PA #4 RS-1 Emuls. Asph. in Fog Coat	2.14	Ton	60.00	54.57	116.80	128.40
(1) Force Account					401.10	429.91
					$140,559.14	$152,793.92

	Gross Revenue	Total Cost	Profit	% Profit
(1) J. C. Compton and C. C. Meisel	$122,499.48	$114,831.15	$ 7,668.33	6.3%
(2) M. K. Buick	30,294.44	25,727.99	4,566.45	15%
	$152,793.92	$140,559.14	$12,234.78	8%

Net Profit Equals 8% of Gross Revenue

E. Unit, Carlton Jct.-Newberg
Contract No. 4354

DETAIL OF COSTS

J. C. Compton and C. C. Meisel

Labor:

Labor:	$39,683.13	
Labor Insurance	2,807.05	
Health and Welfare	900.60	
		$ 43,390.78

Material:

86-100 Asph. in Class "B" Mix.	511.68	Ton	At	$22.50	11,512.80	
RS-1 Asphalt	36.90	Ton			1,042.61	
RC-3 Asphalt					1,686.37	
Freight on Asphalt					1,043.88	
						15,285.66

Equipment Rentals and Miscellaneous Supplies:

Equipment Rentals (Owned)	22,751.23	
Equipment Rentals (Hired)	9,062.57	
Gas, Oil and Grease	7,914.32	
Bond	849.87	
PUC	419.10	
P.L. and P.D. Insurance	496.04	
Move In, Freight, and Cartage	3,820.40	
Small Tools and Misc. Supplies	801.30	
Explosives	2,116.01	
Rock Bought from Crabtree	984.00	
Amt. paid for Drilling and Blasting	2,530.50	
Home Office and Overhead	2,810.78	
Heating Oil, inc. Freight	1,598.59	
		56,154.71
		$114,831.15

E. Unit, Carlton Jct.-Newberg
Contract No. 4354

DETAIL OF COST

M. K. Buick, Contractor

Labor:					
Labor				$8,676.52	
Labor Insurance				697.60	
					$ 9,374.12
Materials:					
8" Perf. Corr. Metal Pipe	175'	at	$ 1.10	192.50	
8" Perf. Corr. Metal Bands	8	"	1.10	8.80	
54" Corr. Metal Pipe	97'	"	13.56	1,315.32	
54" Corr,. Metal Pipe Bands	4	"	27.12	108.48	
72" Corr. Metal Pipe	81'	"	22.21	1,799.01	
72" Corr. Metal Bands	3	"	44.42	133.26	
12" Conc. Culvert Pipe	1,311'	"	.92	1,206.12	
18" Conc. Culvert Pipe	489'	"	1.87	914.43	
24" Conc. Culvert Pipe	91'	"	2.85	259.35	
Rock for Spec. Backfill	15cy	"	3.50	52.50	
					5,989.77
Equipment Rentals and Miscellaneous Supplies:					
Equipment Rentals				6,581.87	
Gas, Oil and Grease				1,147.28	
Bond				245.44	
P.L. and P.D. Insurance				108.46	
Small Tools and Misc. Supplies				320.75	
Freight and Cartage				978.55	
General Overhead				981.75	
					10,364.10
					$25,727.99

Remarks:

This was a "Federal Aid Secondary Project" calling for grading and paving 3.21 miles of highway roadbed on the East Unit, Carlton Junction-Newberg Section of the Yamhill-Newberg Highway in Yamhill County.

The contract was bid January 10, 1955, awarded March 2, 1955, work started March 21, 1955, and the project completed August 22, 1956.

M. K. Buick, grading contractor, subcontracted the clearing, excavation, and the installation of the culvert pipe. The equipment used on the excavation was one D-8 cat and dozer, two Tournapulls, one grader owned, and one ½-cubic yard shovel that was rented. Good progress was made on these items and the subcontractor realized a good profit.

The contractor moved in one D-8 cat and dozer to strip the State-owned rock quarry located about 0.1 mile southeasterly from Pacific Highway West at a point approximately 0.5 mile southerly from the junction of the Yamhill-Newberg and Pacific Highway West highways in the city of Newberg, April 12, and completed the stripping the 13th.

The drilling crew moved in their drilling equipment and started to dig a coyote hole in the quarry on June 27; this was completed in one week, including the loading and blasting. The contractor moved in and set up his rock crushing plant the week ending July 16, 1955, and started crushing rock July 25, 1955. A total of 29,201 cubic yards of rock was crushed in 328 hours, for an average of 89 cubic yards per hour which was good production. The crushed rock was hauled to the roadway with four 8-cubic yard hired trucks, and processed with a blade and roller.

The J. C. Compton Company placed the RC-3 binder and manufactured the Class "B" Asphaltic Concrete. The paving plant was moved in and set up at the Rex Hill quarry, where the contractor had the paving aggregate crushed and stockpiled. The paving was started September 28, 1955, and closed down for the winter on October 4, 1955. Paving was resumed May 23, 1956, and was completed May 29, 1956.

The contractor had good bid prices, good equipment and supervision, realizing a good profit.

M. N. Juve
Chief Cost Analyst

By

George Kayser

A

RECEIVED
OCT 12 1956
FOR FILING
S-219 (3)

4354

October 11, 1956

CERTIFIED MAIL

Standard Accident Insurance Co.
Detroit 32
Michigan

Gentlemen:

State Highway Contract No. 4354 for work performed on the East Unit, Carlton Junction-Newberg Section of the Yamhill-Newberg Highway in Yamhill County was completed by the contractor, C. C. Meisel, on August 22 and was formally accepted by the Highway Commission on September 27, 1956.

Final payment in the amount of $4,625.53 will be released to the contractor on or after October 22, 1956. The total contract amount is $152,793.92, of which amount $429.91 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Standard Accident Insurance Co.
Robert P. Dawson, Agent
Portland Trust Bldg.
Portland, Oregon

NOTED ON CARD

RECEIVED
OCT 10 1956
FOR FILING

S-219 ([illegible])

4354

October 8, 1956

Mr. C. C. Maisel
Box 206
McMinnville, Oregon

Dear Sir:

The State Highway Commission at its meeting held on September 27 had under discussion your request for an extension of time from September 30, 1955 to August 31, 1956 within which to complete your contract No. 4354, covering the East Unit, Carlton Junction-Newberg Section of the Yamhill-Newberg Highway in Yamhill County.

We are pleased to inform you that the State Highway Commission granted you an extension of time to and including August 22, 1956, the actual completion date of the contract. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. O. Shelton,
Division Engineer

L. V. Blickenstaff,
Resident Engineer

Tom Edwards,
Construction Engineer

1

ECEIVED
SEP 26 1956
FOR FILING
3-219 (3)
4354

September 25, 1956

CERTIFIED MAIL

Standard Accident Insurance Co.
Detroit 32
Michigan

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. C. Meisel on contract No. 4354, covering the East Unit, Carlton Junction-Newberg Section of the Yamhill-Newberg Highway in Yamhill County. This payment, in the amount of $9,678.49, will be released to the contractor on or after October 5, 1956. The retained percentage is $4,582.53.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Standard Accident Insurance Co.
Robert P. Dawson, Agent
Portland Trust Bldg.
Portland, Oregon

NOTED ON CARD

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AUG 30 1956
FOR FILING

S-219 (3)

4354

August 29, 1956

Oregon State Highway Commission

Request for extension of time
No. 6
September 27-28 meeting

Gentlemen:

Herewith a request from C. C. Meisel for an extension of time on the East Unit, Carlton-Newberg Contract No. 4354, from September 30, 1955 to August 31, 1956.

Mr. Meisel had completed the base for asphaltic concrete on this project prior to the specified completion date; however, the Division Engineer requested that the top course and the shoulders be deferred until the 1956 season. This project was actually completed on August 22, 1956. As little, if any, inconvenience was caused to the traveling public, I recommend that the extension be granted to and including that date, without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

Attach.

cc Mr. Tom Edwards

EAP:of fn

RECEIVED
AUG 30 1956
FOR FILING

S-219(3)

4354

August 28, 1956

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 22, 1956 on Contract No. 4354, East Unit, Carlton Junction-Newberg Section, in Yamhill County, in connection with Federal Aid Project No. S-219(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc: John Cattrall

DMP:ch

RECEIVED
JUL 5 1956
FOR FILING

FORM E-30X—30M—11-55

C-2 11 (4)
4354

M.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 29, 1956

SUBJECT: Carlton Jct.-Newberg
Yamhill-Newberg
Contract No. 4354

To:
Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Report No. 392914, dated June 25, 1956 showing a 10.9 percent excess passing the #10 sieve in the ¼"-#10 aggregate being produced at the Old Crabtree plant, and stockpiled.

This material is not acceptable and the stockpile, if represented by this test, should not be accepted. Will you please instruct the resident engineer resample the stockpile.

Will you also, please instruct the resident engineer to have the contractor adjust his plant operations so that acceptable material can be produced. It appears as if scalping is required to remove the excess fines. Plant screening should be done daily for control purposes.

Also, will you please have the resident engineer so mark the new samples of the stockpile material, or improved aggregate that it is clear they represent resampling operations.

Forrest Cooper
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
JUL 3 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-1—10M—10-55

A

GON STATE HIGHWAY DEPARTM

S-219 (3)

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section East Unit, Carlton Jct. Newberg
Highway Yamhill - Newberg
Contractor C.C.Meisel
Date of contract March 2, 1955
Date work started March 21, 1955
Project authorization $166,771.01
Exclusive of Engineering $154,911.74
For Week Ending June 9, 1956
Kind of work Grading and Paving
Section prefix 136-1026
Contract number 4354
Date of completion Sept. 30, 1955
Estimated date of completion , 19
Per cent of time elapsed 220 %
Estimated cost of completed project, exclusive of engineering $ 155,800
Estimated per cent overrun or underrun overrun 2.62 %
Per cent of contract completed, based on total contract price 100 %
Engineering authorization $11,859.27
Engineering cost to date $ 15,500, 130 %
Date project was completed June 8, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Contractor worked 3 days placing shoulder material and finished the Contract.

FINAL REPORT

The J+C+Compton Co. has submitted a bill to me for patching on the base course of asphaltic concrete pavement. I have sent this bill together with my letter toncerning same to Mr. Skelton.

NOTED
FORREST COOPER

NOTED
L. H. Young

NOTED
D. WOLFE

Signed L. V. Blickenstaff
Address 2131 SW Scholls Ferry Road Portland 1, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

ate Printing 89712

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.21	3.21			3.21
Miles partially completed					
Miles completed	3.21	3.21			3.21
Total estimated quantities (contract)	35,000	28,400			8,700
Total quantities corrected to date	35,500	26,700			7,730
Estimated quantities moved or placed to date	35,500	26,700			7,730
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		10			

Men

Supervision 1

Men and trucks under 3 tons

Men and trucks over 3 tons 6

Men and tractors

Equipment used during week: Shovels ...1..., Power graders ....1.., Rollers..1....., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	showers		
Wednesday	showers		
Thursday	cloudy		
Friday	cloudy		
Saturday			

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FEB 10 1956
FOR FILING

FORM E-30X—37,500—2-55—52967

S-3[illegible]

4351

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1956

SUBJECT: Approved 1956 Minor Betterment Work Order

To:

Mr. A. G. [illegible]
Division Engineer
[illegible], Oregon

L

Approved 1956 Minor Betterment Work Order [illegible]-113 for [illegible] on the [illegible]-Newberg Highway, Station 5[illegible]+07 is enclosed herewith. The installation is to be made as outlined in Mr. I. A. [illegible]'s letter of January 26.

Funds are being transferred to cover.

I. [illegible]
Assistant Maintenance Engineer

AL:bt
Enclosure
cc - W. W. Stiffler ✓
D. F. [illegible]
C. [illegible]

R[illegible]D
[illegible] 9 1956

NOTED
W. W. STIFFLER

RECEIVED
[illegible]
FOR FILING

FORM E-30X—50,000—10-54—79484

4151

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 16, 1956

SUBJECT: Schiedel, R/W File No. 22410
Yamhill-Newberg Highway

To:

Mr. A. G. Skelton
Division Engineer

Received your letter and report from Mr. Blickenstaff on Schiedel complaint that 72" culvert at his place is too small and that he suffered damage.

I looked this over on ground yesterday and figured the drainage area from a geodetic map. The area is 3.2 square miles and for rolling country in western Oregon that figures 37 square feet and for hilly ground, 60 square feet. This drainage is part mountain side and part rolling fields. I think we should have 50 square feet of culvert. The 72" in place figures 28 square feet and is inadequate. This is a new job and it is our obligation to provide an adequate opening in particular on new jobs.

When we put in the new 72" pipe we reduced the effective head for the upper one. Looking at his front yard all fouled up and thinking of the years to come and damage to our shoulders, I think we should put in additional 72" culvert. Please prepare Minor Betterment to cover. Please proceed with the recommendations 2, 3 and 4 in Mr. Blickenstaff's letter.

E. A. Collier
Maintenance Engineer

EAC:ib

cc L. V. Blickenstaff
B. P. Huntley
W. W. Stiffler ✓

NOTED
W. W. STIFFLER

FORM E-30X—50,000—10-54—78484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 12th, 1956

SUBJECT:

To: E. A. Collier
Maintenance Engineer
State Highway Department
Salem, Oregon

You recently called concerning a complaint from Mr. Schiedel, who lives on the Yamhill-Newberg Highway at about the west end of our major line change where this line change comes into the old highway just east of Chehalem Creek. This complaint was concerning the flooding of his property in the recent heavy rains, and apparently washing road material on to his place.

I am enclosing herewith copy of L. V. Blickenstaff's report of January 10, 1956 on this matter, which I believe explains what happened quite fully. I would concur in the recommendations he makes, and by copy of this letter, I am requesting him to prepare a State Force Order covering the work recommended.

From the information I have on this flood condition, it appears that water was higher in Chehalem Creek and its tributaries than it apparently has been at least for the last 15 or 20 years. This 72 inch pipe under the new grade, which carries a tributary to Chehalem Creek, is exactly the same size as the pipe under the old roadway, which is adjacent. I do not believe that it would be advisable to replace this pipe at the present time. If any change is made in the pipe, the same change should be made in the pipe that crosses the old roadway.

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: Forrest Cooper
L. V. Blickenstaff
B. P. Huntley

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 10, 19[illegible]

SUBJECT: Schiedel, R/W File No. 22410
Yamhill-Newberg Highway
N. Unit Carlton Jct.-Newberg Sect.
Engr. St. [illegible], Prefix 1[illegible]-1026

To: Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Ore.

I investigated the drainage problem at the Schiedel property as you requested. Mr. Schiedel complains that the 72" pipe which we installed under the new road did not carry the flow during the recent flood and that the water washed across the road into his yard and pasture.

Approximately 100 feet upstream from this new 72" pipe there is a 72" pipe under the old road which also did not handle the water. Both the old and new road were under water. I estimate the cross section area of the flow of water across the new road was 100 sq. ft. Mr. Schielel says that in the six years he has lived there he had not seen the water over the road before. There was several feet difference in elevation in the water on each side of the highway during the flood.

In order to give Mr. Schiedel a connection to the new road it was necessary to raise the existing approach road and to make a decent grade on this approach road it was necessary to start the fill back on Mr. Schiedel's property. We have a letter from him giving us permission to do this. There was an existing 6" culvert pipe under his approach and on his property and near the point where we started filling. This pipe was left in place. When the water overflowed the highway it washed material from the highway shoulder and fill and buried the inlet end of this pipe several feet deep. It also washed base rock out into the adjacent pasture.

My recommendations are as follow:

1. The 72" pipe is adequate for all except extreme conditions and should be left as is.

2. A 12" culvert pipe should be installed under the road approach where the 6" pipe now is. Cost $60.00

3. The base rock which washed into the pasture should be cleaned up and placed against the fill. Cost $60.00

4. New base rock and shoulder rock should be placed on the right shoulder. Cost $130.00

Total cost $250.00. This was not reported on the Jan. 3rd. e[illegible] of damage as it mostly occured during the second high water.

NOTED
W. M. STIFFLER

L. V. Blickenstaff
Resident Engineer

L. V. Blickenstaff

RECEIVED
JAN [illegible] 195[illegible]
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

CEIVED
- 1955
FILING

FORM E-30X—30,000—79484

S-2191(3)

4354

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 5th, 1955

W. C. WILLI

SUBJECT:

To: Mr. R. L. Porter
Right of Way Engineer

In the construction of the East Unit, Carlton-Newberg Section it was necessary to secure a spoil bank for waste material. As the need was pressing, Division Engineer Skelton asked Mayhew to work out an agreement for a suitable site on the Rusaw property, from whom we had previously purchased right of way under File 22408. Mr. Mayhew, with Mr. Skelton's concurrence, secured an agreement with the present owners, R. L. Kramer and Frances Kramer, whereby for the sum of $250.00 they would allow the placement of waste materials on their property. The area is between stations 508+25 and 510.

The price seems reasonable as rearrangement of fences and other items were involved. Therefore, I am requesting that you take the necessary steps to secure Commission approval and pay the claim.

Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams ✓

RECEIVED
MAY 6 1955
FOR FILING

FORM E-BOX 37½ 3-54 73790

2-219 (3)
4354

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 6, 1955

SUBJECT:

NO
W. C. WILLIAMS

To:

Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland, Oregon

Dear Sir:

The subcontract between C. C. Meisel and Don Green and M. K. Buick, covering Items 1 to 13 inclusive, on the East Unit, Carlton Junction-Newberg Contract No. 4354. Oregon S-219 (3), is approved, and you may so inform the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

cc to: W. C. Williams
C. G. Polk (2)

RECEIVED
APR 7 1955
FOR FILING

S-211 (3)
4354

April 6, 1955

Mr. C. C. Meisel
Box 206
McMinnville, Oregon

Dear Sir:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission as follows:

Contract No. 4354, for grading and paving on the East Unit, Carlton Jct.-Newberg Section of the Yamhill-Newberg Highway in Yamhill County, awarded March 2, 1955.

Contract No. 4379, for paving on the Gaston Section of the Tualatin Valley Highway in Washington County, awarded March 3, 1955.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
MAR 25 1955
FOR FILING

S-219(3)
4354

March 24, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 21, 1955 on Contract No. 4354, East Unit, Carlton Junction-Newberg Section, in Yamhill County, in connection with Federal Aid Project No. S-219 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:ia

RECEIVED
MAR 4 1955
FOR FILING

5-219(3)

4354

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 2, 1955

SUBJECT: Carlton Junction-Newberg Section
Newberg-Yamhill Secondary
Yamhill County

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

The rights of way on this project have been acquired and as far as this department is concerned, the contract may be awarded.

R. L. Porter
fn

R. L. PORTER
Right of Way Engineer

RLP/fn

NOTED
G. S. PA[illegible]

RECEIVED
MAR 2 1955

Copy to Mr. [illegible]

RECEIVED
MAR 25 1955
FOR FILING

S-219(3)
4354

NOTED
J. Mc C.

March 2, 1955

Mr. C. C. Meisel
Box 206
McMinnville, Oregon

Dear Sir:

The State Highway Commission on January 19, 1955 accepted your proposal for grading and paving the East Unit, Carlton Junction-Newberg Section of the Yamhill-Newberg Highway in Yamhill County for the sum of $146,040.90 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4354.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: R. G. Savage (SIAC)
H. G. Smith
S. H. Probert

Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fullrate telegram
FULL RATE TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHIP RADIOGRAM ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 2, 1955
9:52 a. m.

Mr. C. C. Meisel
Box 206
McMinnville, Oregon

Contract for grading and paving East Unit, Carlton Junction-Newberg Section Yamhill-Newberg Highway, Yamhill County for which you submitted low bid on January 19, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

C. W. Head
Files ✓
Accounting (5003-900)

Secretary
OREGON STATE HIGHWAY COMM.

nm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
JAN 21 1955
FOR FILING

S-219 (3)
4354

S-219(3)

January 20, 1955

Mr. C. C. Meisel
Box 206
McMinnville, Oregon

Dear Sir:

The State Highway Commission on January 19, 1955 accepted your bid in the amount of $146,040.90 for grading and paving on the East Unit, Carlton Junction-Newberg Section of the Yamhill-Newberg Highway in Yamhill County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

arlton Junct - Ne[illegible]
Yamhill - Newberg
Sec.

RECEIVED
JAN 10 1955
FOR FILING

S - 219 (3)
4354

Salem, Oregon
January 7, 1955

RESOLUTION

Mr. George Rohde
Legal Department

Dear Mr. Rohde:

We are attaching for your records, a copy of Survey Resolution No. 111, adopted by the Highway Commission on December 7, 1954.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMM.

cl

Attach. -1

NOV 29 1954

FOR FILING

Const

R/W

Yamhill-Newberg Hwy

file

November 29, 1954

Oregon State Highway Commission

Gentlemen:

We have completed the survey for the East Unit of the Yamhill-Newberg Secondary Highway, and I attach a sketch map indicating the survey.

You will note that we follow the existing road, with the exception of a short section on the easterly end where the sharp curvature on the existing highway was such that a new location is desirable.

I recommend your approval of this survey so that we may call for bids at an early date, we having an allocation of $164,150 for a unit on this secondary highway in our current year's federal-aid funds.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. H.G. Smith

WCW:me fp

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

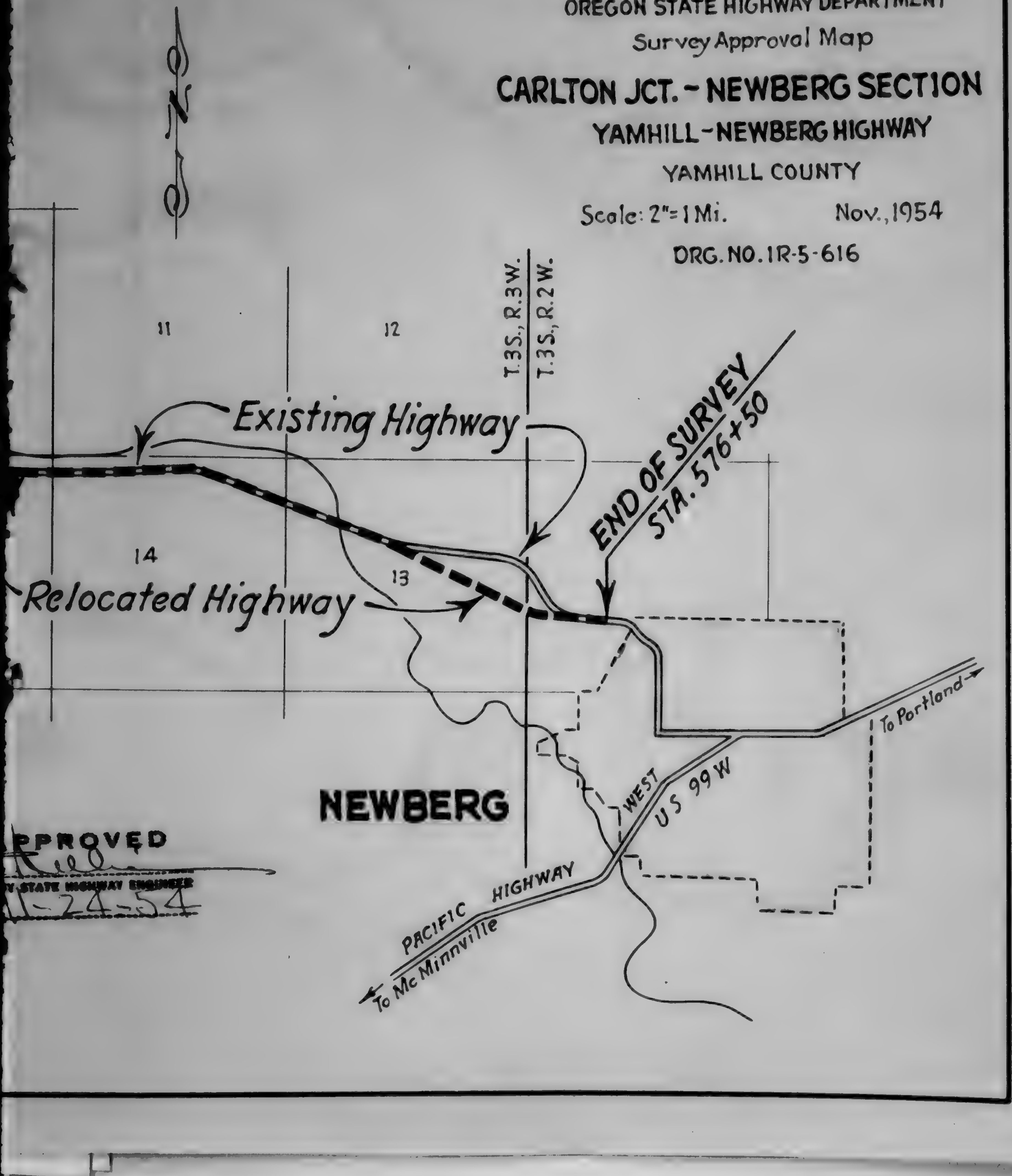
CARLTON JCT. - NEWBERG SECTION

YAMHILL-NEWBERG HIGHWAY

YAMHILL COUNTY

Scale: 2"=1 Mi. Nov., 1954

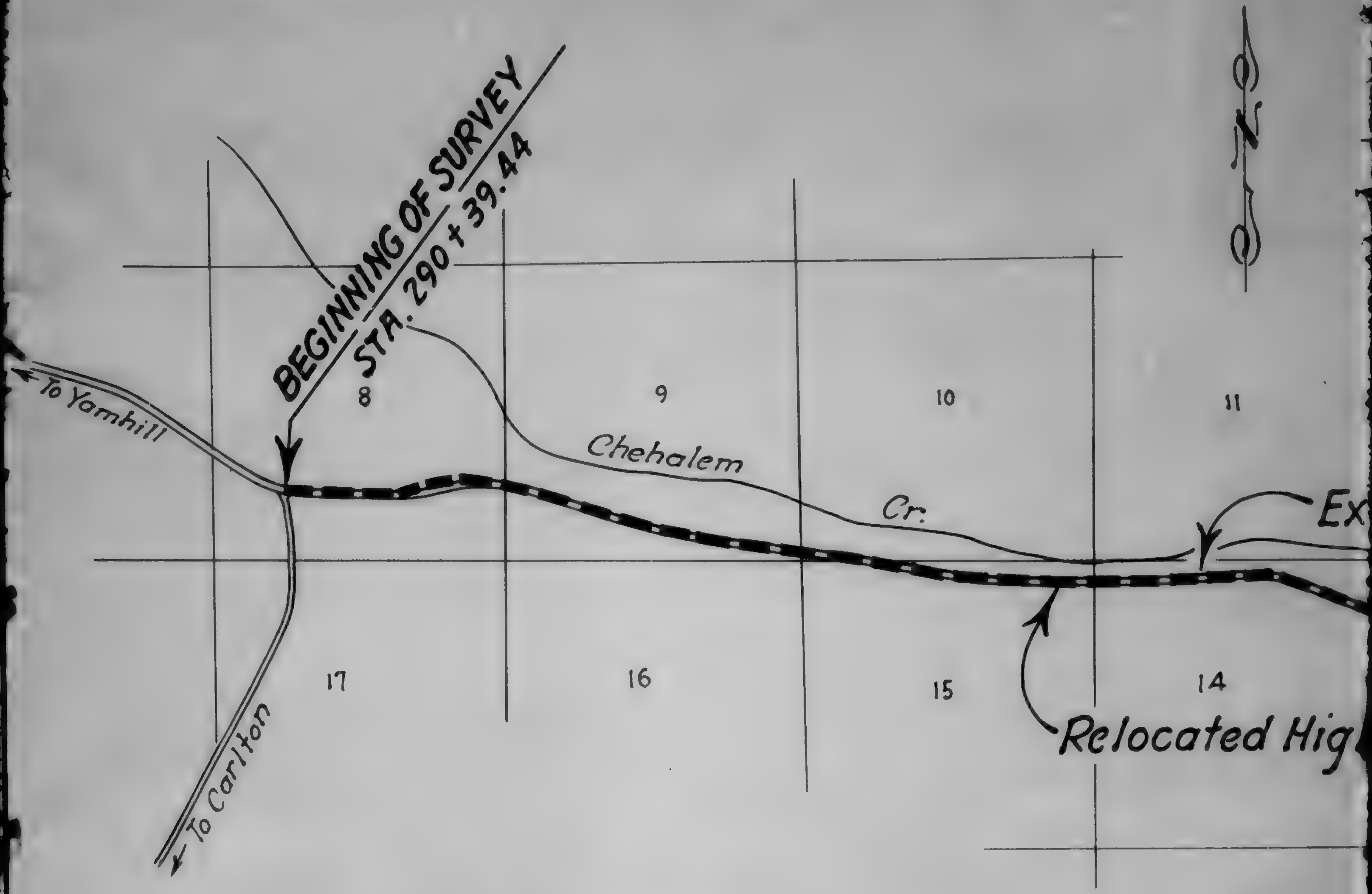
DRG. NO. 1R-5-616

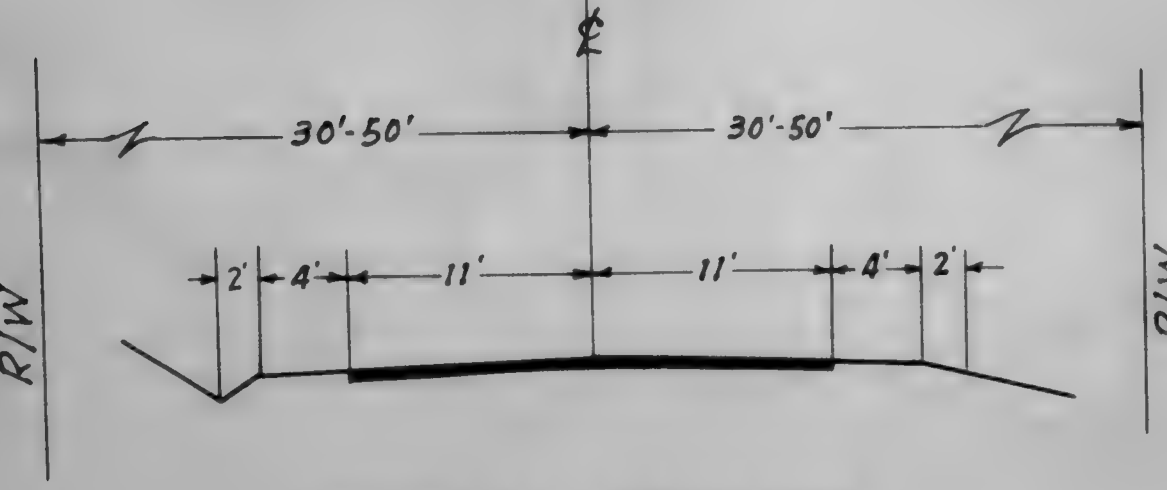


PPROVED

STATE HIGHWAY ENGINEER

1-24-54



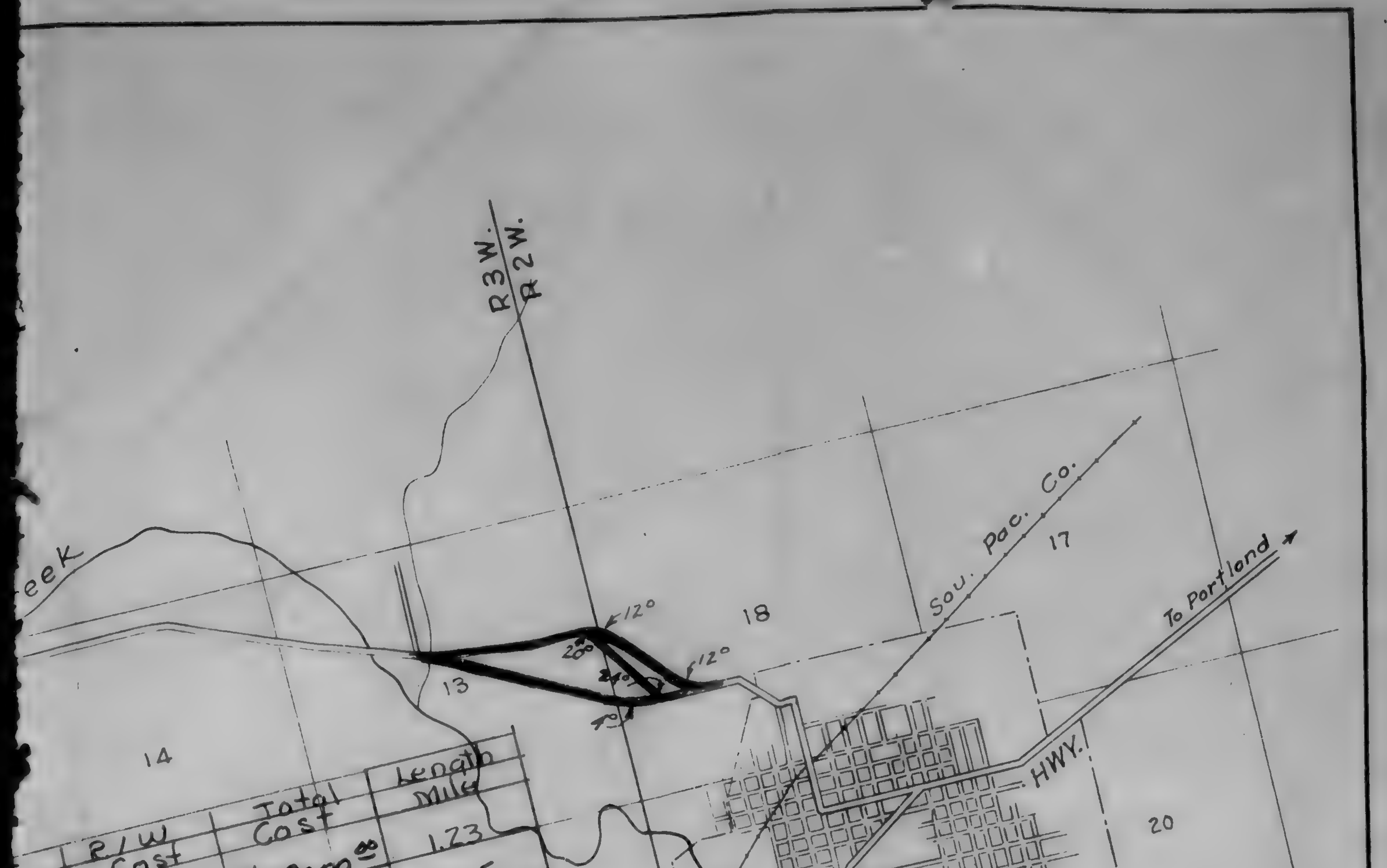


TYPICAL SECTION

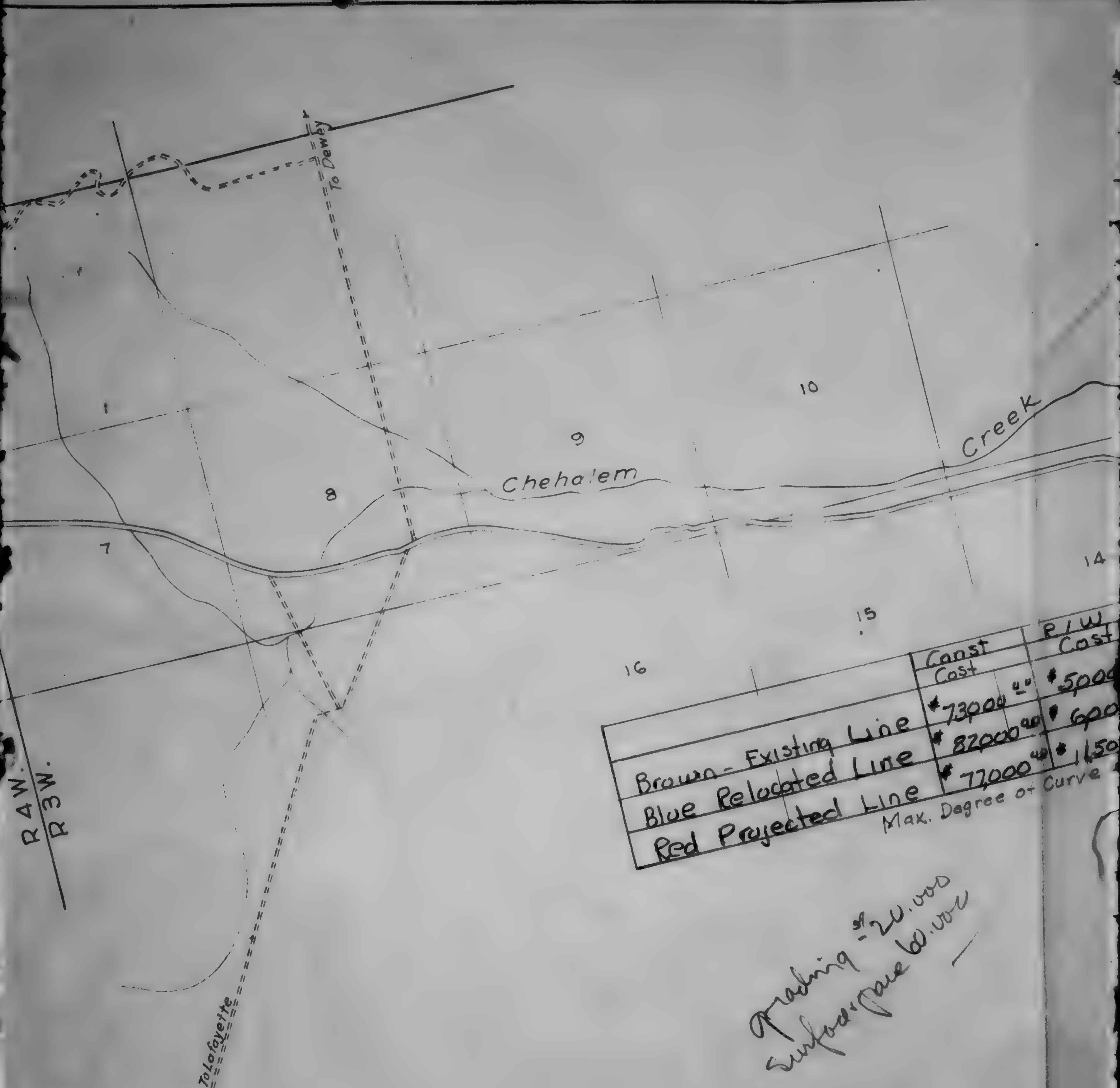
APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 11-24-54



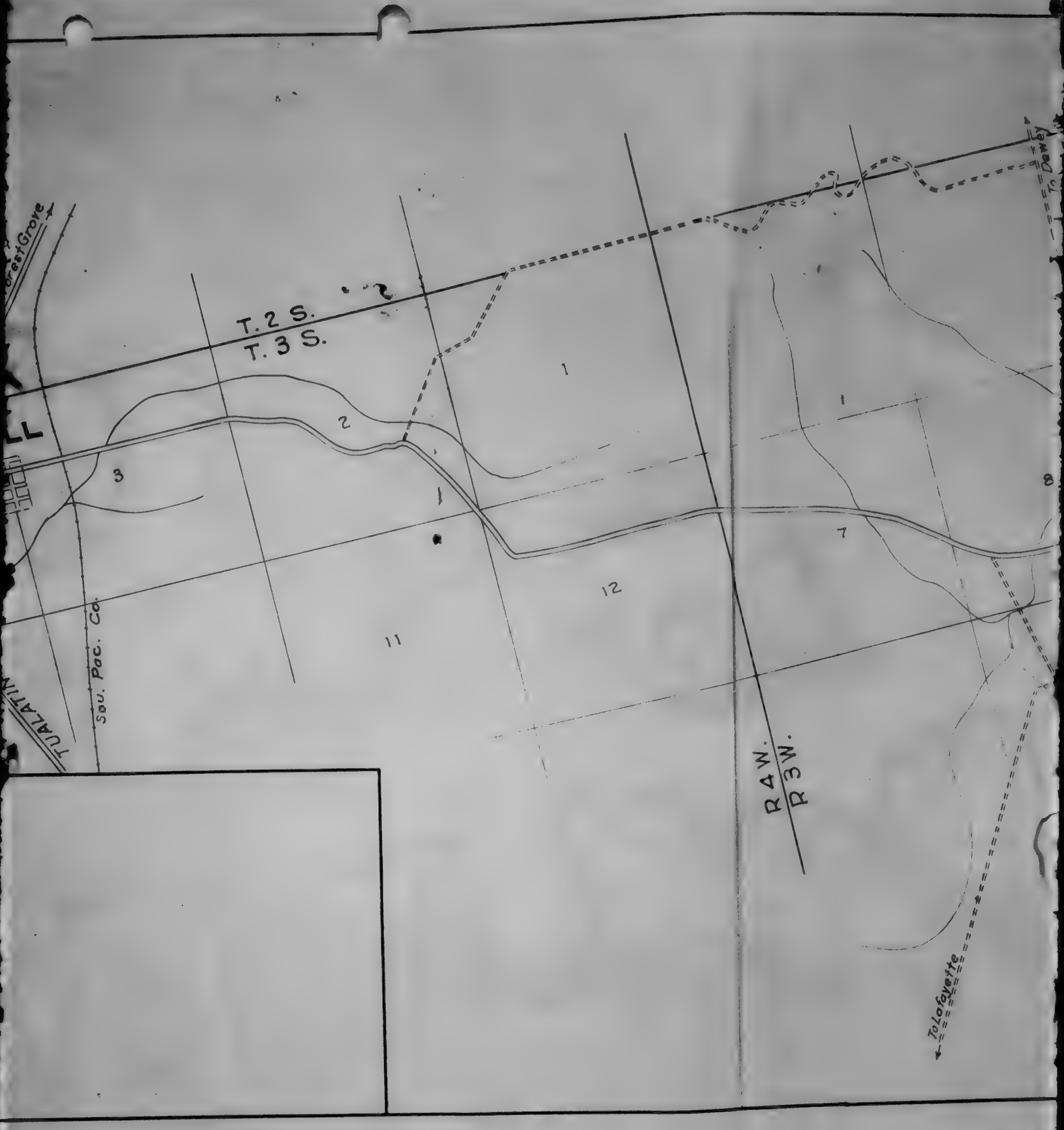
	R/W Cost	Total Cost	Length Mile
00.00	$5,000.00	$78000.00	1.23
000.00	$6000.00	$88,000.00	1.15
000.00	$11,500.00	$88,500.00	1.20

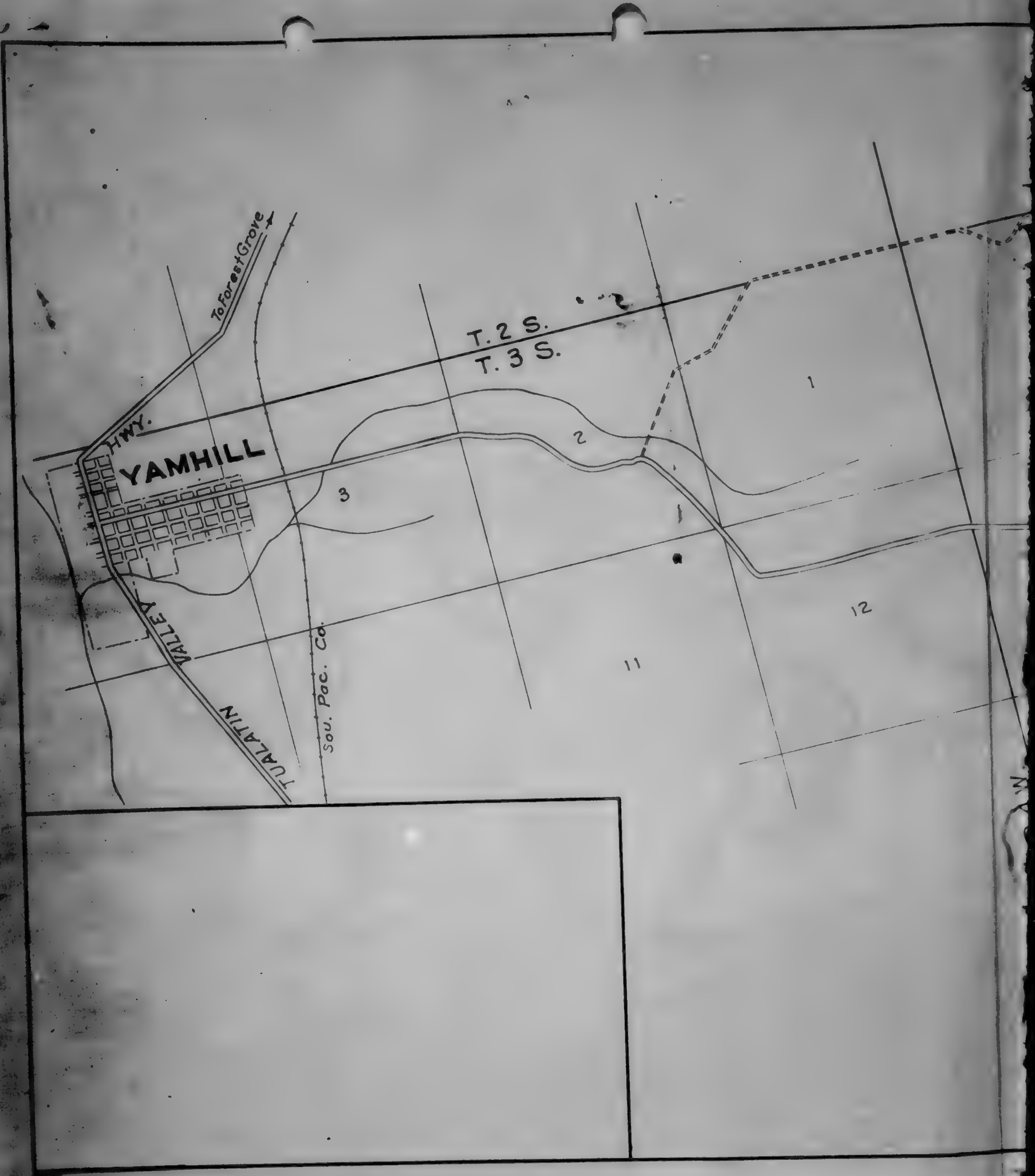


	Const Cost	R/W Cost
Brown - Existing Line	$73000.00	$500
Blue Relocated Line	$82000.00	$600
Red Projected Line	$77000.00	$1150

Max. Degree of Curve

grading $-20.000
surface & pave 60.000


orestGrove
T. 2 S.
T. 3 S.
LL
1
2
3
1
11
12
1
7
8
Sou. Pac. Co.
TUALATIN
R 4 W.
R 3 W.
To Dewey
To Lafayette


To Forest Grove
T. 2 S.
T. 3 S.
HWY.
YAMHILL
1
2
3
11
12
TUALATIN VALLEY
Sou. Pac. Co.

- 21 [illegible] Prize Painting 1955

375

A

[illegible]

[illegible]-4217
4355

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 28, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4355	6-Final	A. H. Barbour and Son, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20758	H-161905	$ 12,001.50	9/28/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 15, 1955

Time Extensions: to Oct. 1, 1956 with penalty

Completion Date: Aug. 23, 1956

Date Accepted: Sept. 27, 1956

Penalties: A Time Extension was assessed

Claims: None of record

Remarks:

Date: 10-3-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: OCT 3 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
SEP 21 1956
FOR FILING

6-4219

4355

September 21, 1956

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4355 for painting the McCullough Bridge on the Oregon Coast Highway in Coos County was completed by the contractor, A. H. Barbour & Son, Inc., on August 23, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $12,001.50 will be released to the contractor after acceptance by the Commission. The total contract amount is $53,340.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett,Barton,Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
MAY 2 - 1956
FOR FILING

May 1, 1956

A. H. Barbour & Son, Inc.
2828 N. E. Alberta Street
Portland 11, Oregon

Gentlemen:

Under date of April 6, you wrote Mr. H. B. Glaisyer, Secretary of the Highway Commission, concerning the extension of the contract for painting the McCullough Bridge over Coos Bay in Coos County (Contract No. 4355). In this letter you specifically protested the extension to August 15 without assessment of engineering costs, rather than October 1, 1956 as you requested, and the assessment against your company of engineering costs occasioned after August 15.

I have had an investigation made of the matter and the facts appear to be as follows:

The contract was awarded to you on March 2, 1955. Your crew did not arrive on the job until June 27, 1955, and actual cleaning and painting was not started until July 6. During the month of July, your crew only averaged five men, and through August not more than four men were used, which occasionally dropped down to two or three men. On September 1 to September 26, when work was discontinued, only 17 days were put in on the job with an average crew of 4.3 men. Over the Labor Day weekend, no work was done for four days although the weather was suitable for painting.

It appears that the principal reason for noncompletion of the contract within the time allowed is the small crew which you used on the work. Noncompletion of the contract has increased the cost to the State of engineering, and I see no reason why at least a portion of these engineering costs, represented by work done after August 15, should not be assessed against you.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. R. H. Baldock
Mr. H. B. Glaisyer
Mr. P. M. Stephenson

GSP:gm

FORM E-30X—67,500—2-55—62967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26, 1956

SUBJECT:

To:

Mr. G. S. Paxson
Assistant State Highway Engineer
Office

Attached I am returning the letter from A. H. Barbour & Son., painting contractors of Portland, who have the contract for painting the McCullough Bridge in Coos County. Also attached is a copy of a letter from Mr. J. T. Skelton in which he has given pertinent information as to the time the job was started and the number of men employed during the working season of 1955.

It is our recommendation that this contractor be assessed engineering costs incurred after August 15, 1956.

P. M. Stephenson

P. M. Stephenson
Bridge Engineer

PMS/dp
Attached

RECEIVED
APR 27 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 530—50M—2-55—82986

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 25, 1956

SUBJECT: McCullough Bridge Painting
A. H. Barbour & Son, Inc.
Contractors
Bridge 1823-J, Contract 4355

To: Mr. P. M. Sthephenson
Bridge Engineer
OFFICE

This job was awarded March 2, 1955. The painting crew arrived on the job June 27, 1955. Rigging of equipment started on June 29, 1955. Sand blasting was started July 6, 1955. An average crew of five men were used in July 1955. Through August not more than four men were used with the crew occasionally dropping down to three or two men. From September 1 through 26 the contractor worked 17 days with an average crew of 4.3 men. Four of the days of this period were taken off for the Labor Day week-end during clear weather. Four days were lost due to rain and showers. September 26 was the last day worked.

Mr. Ash has indicated that approximately 66% of the work has been performed. The small size crew used has made adequate inspection, expensive to the State. To drag this painting contract through an additional full season due to the use of from two to four men will result in excessive and I believe unnecessary supervisory expense to the State.

Mr. Ash states that the painting foreman claimed that he could not get qualified painters, and this was his reason for not increasing the size of the crew. The foreman, however, had no hesitation in laying off men when he felt their production was not up to his full expectations.

Payment of engineering costs past August 15 by the contractor would appear to me to be a fair and reasonable premise. The job is reported as 66% complete. August 15 should provide for 60 days of painting weather.

J. T. Skelton
Bridge Construction Engineer

JTS/wlk

cc: Mr. E. G. Ricketts

REFERRED TO

Paxson

BY DEPUTY STATE HIGHWAY ENGINEER

Any reason he shouldnt complete by Aug 15, 1956? Think he just has a chip on his shoulder.

il 9, 1956

A. H. Barbour & Son, Inc.
2828 N. E. Alberta St.
Portland 11, Oregon

Attention: Pat Caraher
Office Manager

Gentlemen:

We have your letter of April 6 in which you register a protest against the assignment of engineering costs after August 15, 1956 for painting McCullough Bridge on the Oregon Coast Highway in Coos County, our Contract No. 4355.

Inasmuch as the recommendation for an extension to August 15 was recommended by the Engineer and approved by the Commission, we are therefore forwarding copies of your letter to the State Highway Engineer for his consideration and to the members of the Highway Commission for their information.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Assistant Secretary

FAQ:blm
cc: Commissioners
R. H. Baldock

Reports Pending

April 9, 1956

A. H. Barbour & Son, Inc.
2828 N. E. Alberta St.
Portland 11, Oregon

Attention: Pat Caraher
Office Manager

Gentlemen:

We have your letter of April 6 in which you register a protest against the assignment of engineering costs after August 15, 1956 for painting McCullough Bridge on the Oregon Coast Highway in Coos County, our Contract No. 4355.

Inasmuch as the recommendation for an extension to August 15 was recommended by the Engineer and approved by the Commission, we are therefore forwarding copies of your letter to the State Highway Engineer for his consideration and to the members of the Highway Commission for their information.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Assistant Secretary

FAQ:blm
cc: Commissioners
R. H. Baldock

Contr.

A. H. Barbour & Son Inc.

PAINTING CONTRACTORS
2828 N. E. ALBERTA STREET, PORTLAND 11, OREGON
ATLANTIC 2-2251

COMMERCIAL PAINTING
•
SAND BLASTING
•
STEAM CLEANING
•
SPRAY PAINTING
•
PAINT STYLING
•
SIGNS
•
TRUCK AND FLEET PAINTING

April 6, 1956

Oregon State Highway Dept.
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Subject: Contract No. 4355

Gentlemen:

We have your letter of February 8th regarding our request for an extension of time to October 1, 1956, to complete our contract for painting the McCullough Bridge on the Oregon Coast Highway in Coos County. We feel that the provision that engineering costs after August 15 be assessed against us is unduly severe. We plan to complete this job just as soon as weather permits this summer, but we all know that the weather at the Coast is most unpredictable.

Therefore, we wish to request that the Commission reconsider the matter, and that they exclude this provision from the contract extension. Under the circumstances, we feel that our request for an extension of time till October 1, 1956, is equitable and should be allowed without restriction. Again, we wish to emphasize our intentions of completing this job just as soon as possible.

Yours truly,

A. H. BARBOUR & SON, INC.

Pat Caraher
Pat Caraher
Office Manager

PC:lb

RECEIVED
APR 9 1956
STATE [illegible] COMMISSION

RECEIVED
FEB 8 1956
FOR FILING

-439
4355

February 8, 1956

A. H. Barbour & Son, Inc.
2828 N. E. Alberta St.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 26 had under discussion your request for an extension of time from October 15, 1955 to October 1, 1956 within which to to complete your contract No. 4355, for painting McCullough Bridge on the Oregon Coast Highway in Coos County.

The Highway Commission granted your request for an extension of time from October 15, 1955 to October 1, 1956, subject to the provision that all engineering costs will be assessed after August 15, 1956. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

E. H. Ash,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

6

RECEIVED
JAN 23 1956
FOR FILING

C-4217

4358

January 20, 1956

Request for extension of time
No. 34
January 26 and 27 meeting.

Oregon State Highway Commission

Gentlemen:

Re: McCullough Bridge Painting
Contract No. 4358

A. H. Barbour & Son, Inc., contractor on the McCullough Bridge Painting on the Oregon Coast Highway in Coos County, has requested an extension of time from October 15, 1955, to October 1, 1956, in which to complete the contract.

Intermittent inclement weather hindered the progress of this painting contract during the summer of 1955 to the extent that it could not be finished on the specified completion date. The painting is now 60 percent complete.

It is recommended that this extension of time be granted subject to the assessment of engineering costs after August 15, 1956. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/dp

Attached

RECEIVED
APR 26 1955
FOR FILING

6-4219
4355

April 26, 1955

A. H. Barbour & Son, Inc.
2828 N. E. Alberta St.
Portland, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4355, covering painting of the McCullough Bridge on the Oregon Coast Highway in Coos County, awarded March 2, 1955.

Contract No. 4375, covering painting of the Center Street Bridge on the Salem-Dallas Highway in Marion County, awarded March 3, 1955.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
MAR 4 1955
FOR FILING

4-4219
4355

March 4, 1955

A. H. Barbour & Son, Inc.
2828 N. E. Alberta Street
Portland, Oregon

Gentlemen:

The State Highway Commission on March 2, 1955 awarded to you State Highway Contract No. 4355 for McCullough Bridge painting over Coos Bay on the Oregon Coast Highway in Coos County.

This award was based on your bid of $53,340 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage (SIAC)
G. S. Paxson

[illegible]-4214 Umpqua River Bridge Pier 195[illegible]
Protection
[illegible]

FORM [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
JAN 31 1957
FOR FILING
15-4214
4

January 30, 1957

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission at its meeting held on January 22 had under discussion your request for an extension of time from July 31 to November 30, 1956 within which to complete your contract No. 4356, covering the Umpqua River Bridge Pier Protection on the Oregon Coast Highway in Douglas County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. D. Morgan,
Division Engineer

E. H. Ash.
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
JAN 15 1957
FOR FILING

0-4211

4326

January 14, 1957

Request for extension of time
No. 8
January 22 and 23, 1957 meeting

Oregon State Highway Commission

Gentlemen:

Re: Umpqua River Bridge Pier Protection
Project on Oregon Coast Highway
Contract No. 4326

Tom Lillebo, contractor on the Umpqua River Bridge Pier Protection Project on the Oregon Coast Highway, has requested a second extension of time from July 31, 1956, to November 30, 1956, the date of completion of the contract.

The contractor required 15 months of time beyond the specified completion date to complete this project. This delay was caused by the necessity of doing considerable amount of welding and painting at periods of exceptionally low tides. These periods were so infrequent that the job was not completed until November 30, 1956. There was no inconvenience to the traveling public nor did the State incur any additional engineering expense on account of this delay.

It is recommended that this second extension of time be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

PMS/mm

Attached

RECEIVED
JAN 29 1957
FOR FILING

Files

10-4214

OREGON STATE HIGHWAY DEPARTMENT

(date)
January 7, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
1356	10-Final	Tom Lillebo Assign: Tom Lillebo Constr. Co	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
28774	H-169919	$ 2,235.75	1/7/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: to Nov. 30, 1956

Completion Date: Nov. 30, 1956

Date Accepted: Jan. 22, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-25-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 25 1957

NOTED ON CARD

RECEIVED
JAN 3 - 1957
FOR FILING
10-4314

4357

January 2, 1957

CERTIFIED MAIL

Glens Falls Insurance
Pacific Coast Department
Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4356 for the Umpqua River Bridge pier protection on the Oregon Coast Highway in Douglas County was completed by the contractor, Tom Lillebo Construction Co., on November 30, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $2,235.75 will be released to the contractor after acceptance by the State Highway Commission. The total contract amount is $24,546.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

A

RECEIVED
JUL 20 1956
FOR FILING
10-4214
4356

FORM [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

July 19, 1956

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission at its meeting on July 12 had under discussion your request for an extension of time from April 30, 1956 to July 31, 1956 within which to complete your contract No. 4356, covering the Umpqua River Bridge Pier Protection on the Oregon Coast Highway in Douglas County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

E. M. Ash,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
JUL 2 1956
FOR FILING

C-4214

1-5.

June 29, 1956

Oregon State Highway Commission

Request for extension of time
No. 6
July 12 and 13 meeting.

Gentlemen:

Re: Umpqua River Bridge Pier
Protection
Contract No. 4310

Tom Lillebo, contractor on the Umpqua River Bridge Pier Protection in Douglas County, has requested a second extension of time from April 30, 1956, to July 31, 1956, in which to complete the contract.

The work on this contract is 90% complete, and the remainder of the work requires periods of low tides. As these periods are of infrequent intervals, it requires a long period of time to accomplish a small amount of work. There has been no inconvenience to the public, and no excess engineering costs will be incurred.

It is recommended that this second extension of time be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

PHS/dp
Attached

RECEIVED
MAY 7 - 1956
FOR FILING

110-4214
435

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1956

SUBJECT: Umpqua River Bridge fender protection at Pier #5

To:

Memo to: Mr. P. M. Stephenson

Mr. Krueger reports that the Umpqua River Bridge #1822 upstream fender protection at Pier #5 was lost in storms last winter. It was replaced in the fall of 1955 similar to one at Pier #3. He recommends it be replaced with steel dolphins. His estimate of cost is $12,500.

He reports also that the downstream fender protection at the same Pier #5 is leaning and suggests that it be untied, straightened up, new piling added if necessary and rewrapped. His estimate of cost is $300.

Inasmuch as we have a Contractor on the job doing similar work, it would be most convenient if the above work could be added on to his Contract.

I. A. DeFrance
Assistant Maintenance Engineer

IAD:bt
cc - W. W. Stiffler

NOTED
W. W. STIFFLER

RECEIVED
MAY 4 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-130 50M REVISED 5-50

RECEIVED
FEB 8 1956
FOR FILING

10-4214
4[illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 7, 1956

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission at its meeting held on January 26 had under discussion your request for an extension of time from August 31, 1955 to April 30, 1956 within which to complete your contract No. 4356, covering Umpqua River Bridge Pier Protection on the Oregon Coast Highway in Douglas County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

E. H. Ash,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
JAN 3 - 1957

RECEIVED
JAN 11 1956
FOR FILING

4214
4356

January [illegible], 195[illegible]

Request for extension of time
No. 14
January [illegible] and 27 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Umpqua River Bridge
Pier Protection
Contract No. 4366

Tom Lillebo, contractor on the Umpqua River Bridge Pier Protection on the Oregon Coast Highway in Douglas County, has requested an extension of time from August 31, 1955, to April 30, 1956, in which to complete the contract.

The contract was awarded March [illegible], 1955, at which time the order for the steel piling was placed. These shapes were not available from west coast stock and had to be procured from the eastern mills. The piling did not arrive on the job until June [illegible], 1955. The progress of the work was constantly delayed by the necessity of waiting for minus tides in order to weld the steel bracing. This has made the work extend over a long period. All work is now complete with the exception of painting structural steel and a small amount of steel welding which cannot be done until the arrival of suitable weather together with low tides.

As there is no inconvenience to the traveling public nor additional engineering expense incurred, it is recommended that this extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/dp

Attached

RECEIVED
JAN 3 - 1957
FOR FILING

10-4214

4356

Salem, Oregon
Jan. 2, 1956

Mr. E. H. Probert
Mr. F. M. Stephenson
Mr. C. H. Watson
Mr. Tom Edwards
Mr. C. G. Swanson

Please delete Contract No. 4356, with Tom Lillebo Construction Company, from your list of contracts accepted at the December 17, 1956 Commission Meeting. This project required an extension of time which was not received.

Secretary

gl

cc: State Industrial Accident Commission
Attention: Mr. N. E. Harris

RECEIVED
APR 7 1955
FOR FILING

10-4214
4356

April 6, 1955

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4356, which was awarded to you on March 2 by the State Highway Commission, covering Umpqua River Bridge Pier Protection on the Oregon Coast Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAR 4 1955
FOR FILING

10-4214
4356

March 4, 1955

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission on March 2, 1955 awarded to you State Highway Contract No. 4356 for Umpqua River Bridge Pier protection on the Oregon Coast Highway at Reedsport in Douglas County.

This award was based on your bid of $24,210 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

MM

cc: H. G. Smith
S. H. Probert
R. G. Savage (SIAC)
G. S. Paxson

10-4216 [illegible] Ry. Cline Correction [illegible]
[illegible], Winchester [illegible]-Forest
437 [illegible]. Sec.

RECEIVED
DEC 28 1955
FOR FILING

10-4215
4357

Mrs [illegible]

B

Salem, Oregon
December 23, 1955

Mr. C. H. Maison
Auditor

On November 16, 1955, we notified your office to withhold final payment on Contract No. 4357 until clearance had been obtained from the Surety. We are now advised by the Surety that the final payment can be made. Therefore, you may release a check to DenHerder and Strobel as soon as the warrant is available.

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD
gf

FORM 530—50M—10-54—79488

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 22, 1955

4357
SUBJECT: Highway Contract No. 5357
Winchester Bay slide correction
Contractor - Den Herder & Strobel
Bond No. 42 S 16689
Claim of James Manwaring

To: Mr. H. B. Glaisyer
Office

Dear Mr. Glaisyer:

Herewith is a letter received from The Aetna Casualty and Surety Company relative to the above contract. It appears that final payment can now be made to the contractor, Den Herder and Strobel.

Yours very truly,

Robert L. May
ROBERT L. MAY, JR.
Assistant Counsel

RLM:mv

Enclosure

REFERRED TO Mr. [illegible]
BY SECRETARY

OK to release final warrant immediately

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

CLAIM DEPARTMENT
BERT MERRILL, ATTORNEY
YEON BUILDING

PORTLAND 4, OREGON

RECEIVED
DEPT.

December 16, 1955

Oregon State Highway Department
Salem
Oregon

Attn: Robert L. May, Jr. ✓

4357
Re: Highway Contract No. 5357
Winchester Bay slide correction
Contractor - Den Herder & Strobel
Bond No. 42 S 16689
Claim of James Manwaring

Dear Mr. May:

This will confirm our telephone conversation of today to the effect that the final payment on the above contract can be released to Den Herder and Strobel. You have in your files a letter from Petersen Construction Company informing you that they have received full payment from Den Herder and Strobel, and we are today in receipt of a cashier's check in the amount of $450.00 payable to James Manwaring in full settlement of his claim against the Petersen Construction Company.

Thank you for your courtesies in the handling of this matter.

Yours very truly,

O. D. Shead

O. D. SHEAD, ASST. SUPT.

ODS/lm

cc: Home Office
cc: Mr. Traglio

RECEIVED
DEC 19 1955
STATE HIGHWAY COMMISSION

Query

December 14, 1955

The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Gentlemen:

We have received a copy of a letter written by Petersen Construction Company to State Highway Commission, stating that Petersen Construction Company has received full payment from DenHerder & Strobel on the Forest Boundary Slide Unit, slide correction job in Douglas County. On November 10, we received a letter from your Mr. Walsh asking that final payment be withheld until the claim of James Manwaring against Petersen Construction Company has been settled.

Will you please let us know if final payment can be made on this contract, No. 4357?

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

FORM [illegible] 20M 3-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Mr. Gl[illegible]

December 9, 1955

Mr. O. D. Shead, Attorney
Aetna Casualty and Surety Company
300 Yeon Building
Portland, Oregon

Re: Highway Contract No. 4357
Winchester Bay slide
correction
Contractor - Den Herder
& Strobel
Bond No. 42 S 16689
Claim of James Manwaring

Dear Mr. Shead:

Enclosed herewith for your information is a photo copy of a letter received this date from Mr. Stan Bacon of the Petersen Construction Company, subcontractor of Den Herder & Strobel in connection with the above project.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By
ROBERT L. MAY, JR.
Assistant Counsel

RLM/mlk
Enc.
✓cc: Mr. H. B. Glaisyer

REFERRED TO - Query Mr. [illegible]
BY SECRETARY

NOTED ON CARD

NOTED
FLOYD QUERY — JH

Petersen Construction Co.
Box 395
Florence, Oregon
December 8, 1955

RECEIVED
DEC 9 1955
LEGAL DEPT.

State Highway Commission
Legal Department

ATTENTION MR. [illegible]:

The differences between Manwaring and Bacon exist in the Company itself, and has no bearing on Denherder and Strobel.

Petersen Construction Company has received full payment from Denherder and Strobel on the Winchester Bay Slide Correction Job; Contract no. 4375.

Very truly yours,
PETERSEN CONSTRUCTION COMPANY

by Stanley H. Bacon
Stan Bacon

FILED ON CARD
gf

RECEIVED
NOV 23 1955
FOR FILING

11-4-55
4357

B

November 21, 1955

Von Herder & Strobel, Contractors
900 Hamilton Street
Medford, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for any extension of time from June 30 to August 31, 1955 within which to complete your contract No. 4357, for slide correction on Forest Boundary Slide Unit, Winchester Bay-Forest Boundary Section of the Oregon Coast Highway in Douglas County.

We are pleased to inform you that the Highway Commission granted your request to August 20, 1955, the actual completion date of the contract, without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

P. F. Burnett,
Resident Engineer

Forrest Cooper,
Construction Engineer

Files

B

RECEIVED
NOV 17 1955
FOR FILING

10-4215
4357

November 16, 1955

Mr. O. D. Shead, Attorney
Aetna Casualty and Surety Co.
300 Yeon Building
Portland, Oregon

Gentlemen:

I have just received from our Assistant Chief Counsel, Mr. Robert L. May, Mr. Walsh's letter of November 10 concerning the claim of Mr. Mainwaring against Den Herder and Strobel, contractors for the Forest Boundary Slide Unit of the Winchester Bay Forest Boundary Section of the Oregon Coast Highway in Douglas County, State Highway Contract No. 4357.

In the second paragraph of this letter Mr. Walsh confirms a previous request that final payment in connection with this job in the amount of $747.95 be withheld by the State Highway Department pending further advice from the Aetna Casualty and Surety Company. We shall be pleased to comply with this request and have so instructed our Chief Auditor.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
cc: B. R. Walsh
Supt. Fid. & Surety Dept.
The Aetna Casualty and Surety Co.
300 Yeon Building
Portland, Oregon

REFERRED TO
Query to note & record on card
BY SECRETARY

NOTED
FLOYD QUERY

NOTED ON CARD

Memorandum from ÆTNA *the Bonding Department of*

THE ÆTNA CASUALTY AND SURETY COMPANY

PORTLAND OFFICE, ROOM 300, YEON BUILDING . . . . . . PHONE CApitol 9111
Hayward Andrews, *Manager* . . . . S. R. Walsh, *Superintendent*

RECEIVED
NOV 14 1955
LEGAL DEPT.

November 10, 1955

Mr. Robert L. May, Attorney
State Highway Commission
Salem, Oregon

RE: Highway Contract
No. 4357 - Forest
Boundary Slide Unit,
Winchester Bay-Forest
Boundary Section of
the Oregon Coast Highway
in Douglas County

Contractor - Den Herder &
Strobel - 42 S 16689

Claim of Mainwaring

Dear Mr. May:

This is written to confirm our telphone conversation of 11-9-55 when you called to advise of the claim of one Mr. Mainwaring against our contractor Den Herder and Strobel who are bonded under our number 42 S 16689. I have given the story to our Claim Department who will have a man call upon you in the near future to get a complete story and facts as regards the situation which you explained to me.

I wish to confirm at this time your action in holding up the payment of $747.95 until such time as this matter can be straightened out. Thank you for your prompt action in handling this matter.

Please address all future correspondence to Mr. O. D. Shead, Attorney, Ætna Casualty and Surety Company, 300 Yeon Building, Portland, Oregon.

Very truly yours,

S R Walsh
Supt. Fid. & Surety

[illegible]
H B. GLASYER

NOTED ON CARD

SRWalsh:jm

NO JOB TOO BIG . . . NO JOB TOO SMALL . . . FOR ÆTNA CONTRACT BOND SERVICE

(S-1694)

Salem, Oregon
November 14, 1955

Mr. C. H. Maison
Auditor

Dear Mr. Maison:

Please continue to withhold final payment to Den Herder and Strobel for work performed under Contract No. 4357 until advised by this office. This final payment is in the amount of $747.95, and it is my understanding that you are holding the warrant on my previous telephonic request.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: F. Query

Mr. Query:

Please have Mrs. Lewis record this on the card for this job.

HBG

[illegible] ON CARD

Jl

1955 MENT

FORM E-30X—50,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 10, 1955

SUBJECT: Contract No. 4357
Den Herder & Strobel

To: Memorandum to File

Yesterday I spoke to Mr. Walsh of the Aetna Casualty Company in regard to the claim of Mr. James Manwaring against the Peterson Construction Company, a subcontractor under the above contract.

Mr. Walsh requested that the State Highway Commission withhold the final payment which is due Den Herder & Strobel in the amount of $747.95 until the surety can conduct some investigation relative to the claim of Mr. Manwaring. I advised Mr. Walsh that the final payment would be withheld for the time being, and he stated that he would confirm the request of the surety by letter.

ROBERT L. MAY, JR.
Assistant Counsel

RLM/mlk
cc: Mr. H. B. Glaisyer

LETTER TO [illegible]
DATE 11 [illegible]

RECEIVED
DEC 29 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
November 2, 1955

10 4615

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4357	7-Final	Dan Harder & Strebel Contractors

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21831	B-135188	$ 747.95	11/2/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: June 30, 1955

Time Extensions: to Aug. 20, 1955 without penalty

Completion Date: Aug. 20, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-8-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

DEC 27 1955

Warrant Mailed:

Ruth Rawlings

6

RECEIVED
OCT 21 1955
FOR FILING

10-4215
4357

October 20, 1955

CERTIFIED MAIL

The Aetna Casualty & Surety Co.
Portland Service Dept
300 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4357 for work performed on the Forest Boundary Slide Unit, Winchester Bay-Forest Boundary Section of the Oregon Coast Highway in Douglas County was completed by the contractor, Don Herder & Stroble Contractors, on August 20, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $747.95 will be released to the contractor after acceptance by the Commission. The total contract amount is $24,931.63, of which amount $128.80 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

cc - The Aetna Casualty & Surety Co.
Ray D. Pollard Agency
21 11th Ave. West
Eugene, Oregon

NOTED ON CARD

10-20-55

6

RECEIVED
SEP 30 1955
FOR FILING

10-4215
4357

September 29, 1955

Request for extension of time
No. 2
November 3 and 4 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Don Harder & Strobel for an extension of time on the Forest Boundary Slide Correction project, Contract No. 4357, from June 30, 1955 to August 31, 1955.

During the period of this contract, a long period of rain occurred which made working in the slide extremely dangerous to traffic, and, at the request of the Division Engineer, the project was stopped until such time as the weather was suitable. The overrun was due to these orders and was not the fault of the contractor.

The contract was actually completed on August 20, 1955, and I recommend the extension to that date without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. E. G. Smith

EAP:dt lg

RECEIVED
SEP 29 1955
FOR FILING

[illegible]
4357

September 29, 1955

CERTIFIED MAIL

The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Den Herder & Strobel Contractors in connection with contract No. 4357, for slide correction on the Forest Boundary Slide Unit, Winchester Bay-Forest Boundary Section of the Oregon Coast Highway in Douglas County.

This payment, in the amount of $4,081.59, will be released to the contractor on or after October 10, 1955. The retained percentage is $747.95.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Ray D. Pollard Agency
21 11th Avenue West
Eugene, Oregon

NOTED ON CARD

Form E-1—1084

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Forest Boundary Slide Correction Unit, Winchester Bay-Forest Boundary

For Week Ending August 27, 1955

Highway Oregon Coast

Kind of work Slide Correction

Contractor Dan Herder and Strobel

Section prefix 10-1009

Date of contract March 2, 1955

Contract number 4357

Date work started March 16, 1955

Date of completion June 30, 1955

Project authorization $34,840.69

Exclusive of Engineering $32,363.13

Estimated date of completion August 20, 1955

Per cent of time elapsed 143 %

Estimated cost of completed project, exclusive of engineering $34,359.97

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $2,477.56

Engineering cost to date $1,600.00, 65 %

Date project was completed 8 20, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

No activity on this project by contractor this week except for dressing of slopes in sand borrow area.

State forces put mulch and emulsion on fill slopes and at borrow area. Paving completed except for construction of A.C. curb. Maintenance forces reinstalling guard rail.

This will be the last report on this project as construction has been completed and final quantities are being compiled.

Field crew re-measured fill and countarbalance on Wedendday.

NOTED
OSCAR CUTLER

NOTED
FORREST

NOTED
H. G. SMITH

RECEIVED
AUG 29 1955
OFFICE OF
CONSTRUCTION

NOTED
W. T. WRIGHT

Signed P. F. Burnett Res. Engr.

Address Box 122, Reedsport

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77090

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...1......, Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	FAIR ALL WEEK		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
AUG 15 1955
FOR FILING

10-4[illegible]
43[illegible]

Class of Service
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION

TELEGRAM

W. P. MARSHALL, PRESIDENT

1201

SYMBOLS
DL=Day Letter
NL=Night Letter
LT=International Letter Telegram

The filing time shown in the date line on domestic telegrams is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

LLD544 SSK439 1955 AUG 11 PM 6 49

PR COA131 PD=REEDSPORT ORG 11 625PMP=
W W STIFFLER C/O IMPERIAL HOTEL=
PORTLAND ORG=

HWY 101 SOUTH OF CLEAR LAKE IN DOUGLAS COUNTY WILL BE OPEN TO TRAFFIC FRIDAY AUGUST 12 AT 10AM=

P F BURNETT RES ENG REEDSPORT=

NOTED
W. W. STIFFLER

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
AUG 5 - 1955
FOR FILING
10-1115
4257

August 4, 1955

Mr. George Burr, Chairman
Coos County Highway Committee
Coos County Chamber of Commerce
Coos Bay, Oregon

Dear Mr. Burr:

In answer to your letter of August 1, please be advised that the contractors, Herder and Strobel, who are repairing the slide at the county line south of Reedsport, have lost 45 working days due to the weather. Working two shifts, they will be through August 6. The State will then do the surfacing and paving, and the work will be partially complete and the highway open to traffic probably August 9 or 10.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB
hi

COOS COUNTY CHAMBER OF COMMERCE

"Coming Together Is the Beginning — Keeping Together Is Progress — Working Together Is Success"

P. O. Box 210
Coos Bay, Oregon

August 1, 1955

Mr. R.H. Baldock, State Highway Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon

Dear Mr. Baldock :

There has been many complaints directed to the Coos County Highway Committee of the Coos County Chamber of Commerce regarding the detour south of Reedsport on Highway # 101.

Due to the hazzard that exist, and the number of accidents and deaths that has occured on the detour, the Coos County Highway Committee of the Coos County Chamber of Commerce would like to see the completion of this section of Highway # 101 as soon as possible, and the road open to travel.

The Coos County Highway Committee would appreciate an answer in regard to the completion of the Highway, and when it will be open for travel.

Very truly yours,
George Burr
George Burr, Chairman
Coos County Highway Committee
Coos County Chamber of Commerce
Coos Bay, Oregon

RECEIVED
AUG [illegible] 1955
OFFICE OF
STATE [illegible] ENGINEER

RECEIVED
AUG 1 - 1955
FOR FILING

[illegible]

[illegible]

DOMESTIC SERVICE			
Check the class of service desired; otherwise this message will be sent as a full rate telegram			
FULL RATE TELEGRAM	X	SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE			
Check the class of service desired; otherwise this message will be sent at the full rate			
FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
JULY 29, 1955

MR. GEORGE GRATKE, PRESIDENT
LOWER UMPQUA CHAMBER OF COMMERCE
REEDSPORT, OREGON

to the

RE YOUR TELEGRAM THURSDAY CONTRACTORS HEDDER AND STROBEL REPAIRING SLIDE AT COUNTY LINE SOUTH OF REEDSPORT HAVE LOST 45 WORKING DAYS DUE TO WEATHER. WORKING TWO SHIFTS CONTRACTOR WILL COMPLETE AUGUST 6. STATE TO SURFACE AND PAVE. OPEN TO TRAFFIC AND PARTIALLY COMPLETE probable AUGUST 9. or Aug 10th

Fri Aug 5th

R. H. BALDOCK

GEORGE GRATKE PRESIDENT

NOTED
W. W. STIFFLER

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

W. P. MARSHALL, PRESIDENT

FX-1201

(04)

SYMBOLS
DL=Day Letter
NL=Night Letter
LT=Int'l Letter Telegram
VLT=Int'l Victory Ltr.

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

.PRA165

PR.COA086 DL PD=REEDSPORT ORG 28 140PMP=

R H BALDOCK=

ORE STATE HIWAY COMMSALEM ORG=

LOWER UMPQUA CHAMBER OF COMMERCE URGES IMMEDIATE COMPLETITON OF REPAIRS ON NEW US 101 SOUTH OF CLEAR LAKE AT OR NAR COOS DOUGLAS LIME.TUESDAYS HORRIBLE BUS CAR TRAGEDY N DETOUR CAN BE ATTRIBUTED IN PART TO DELAY IN GETTING NEW ROAD BACK IN SERVICE OUR INFORMATION WAS THAT CONTRACT WAS TO BE COMPLETED IN JUNE=

GEORGE GRATKE PRESIDENT=

NOTED
W. W. STIFFLER

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeated message rate is charged in addition. Unless otherwise indicated on its face, this is an unrepeated message and paid for as such, in consideration whereof it is agreed between the sender of the message and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unrepeated-message rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the repeated-message rate beyond the sum of five thousand dollars, unless specially valued; nor in any case for delays arising from unavoidable interruption in the working of its lines.

2. In any event the Company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whether caused by the negligence of its servants or otherwise, beyond the actual loss, not exceeding in any event the sum of five thousand dollars, at which amount the sender of each message represents that the message is valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message rate is paid or agreed to be paid, and an additional charge equal to one-tenth of one percent of the amount by which such valuation shall exceed five thousand dollars.

3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its destination.

4. Except as otherwise indicated in connection with the listing of individual places in the filed tariffs of the Company, the amount paid for the transmission of a domestic telegram or an incoming cable or radio message covers its delivery within the following limits: In cities or towns of 5,000 or more inhabitants where the Company has an office which, as shown by the filed tariffs of the Company, is not operated through the agency of a railroad company, within two miles of any open main or branch office of the Company; in cities or towns of 5,000 or more inhabitants where, as shown by the filed tariffs of the Company, the telegraph service is performed through the agency of a railroad company, within one mile of the telegraph office; in cities or towns of less than 5,000 inhabitants in which an office of the Company is located, within one-half mile of the telegraph office. Beyond the limits above specified the Company does not undertake to make delivery, but will endeavor to arrange for delivery as the agent of the sender, with the understanding that the sender authorizes the collection of any additional charge from the addressee and agrees to pay such additional charge if it is not collected from the addressee. There will be no additional charge for deliveries made by telephone within the corporate limits of any city or town in which an office of the Company is located

5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties when the claim is not presented in writing to the Company, (a) within sixty days after the message is filed with the Company for transmission in the case of a message between points within the United States (except in the case of an intrastate message in Texas) or between a point in the United States on the one hand and a point in Alaska, Canada, Labrador, Mexico, Newfoundland and St. Pierre & Miquelon Islands on the other hand, or between a point in the United States and a ship at sea or in the air, (b) within 95 days after the cause of action, if any, shall have accrued in the case of an intrastate message in Texas, and (c) within 180 days after the message is filed with the Company for transmission in the case of a message between a point in the United States and a foreign or overseas point other than the points specified above in this paragraph; provided, however, that this condition shall not apply to claims for damages or overcharges within the purview of Section 415 of the Communications Act of 1934

7. It is agreed that in any action by the Company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be presumed, subject to rebuttal by competent evidence.

8. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respective classes in addition to all the foregoing terms.

9. No employee of the Company is authorized to vary the foregoing.

1-49

CLASSES OF SERVICE

DOMESTIC SERVICES

FULL RATE TELEGRAM
A full rate expedited service.

DAY LETTER (DL)
A deferred service at lower than the full rate.

SERIAL (SER)
Messages sent in sections during the same day.

NIGHT LETTER (NL)

INTERNATIONAL SERVICES

FULL RATE (FR)
The standard fast service at full rates. May be written in any language that can be expressed in Roman letters, or in cipher.

CODE (CDE)
A fast message service consisting of code words not exceeding 5 letters each. Minimum charge for 5 words applies.

DEFERRED (LC)
Plain language messages, subordinated to full rate and code messages. Minimum charge for 5 words applies.

NIGHT LETTER (NLT)

RECEIVED
JUN 30 1955
FOR FILING

10-4215

[illegible]

June 29, 1955

Mr. Ben R. Chandler, Chairman
State Highway Commission
P. O. Box 809
Coos Bay, Oregon

Dear Mr. Chandler:

When you were here you asked about four items: a report on danger trees, a report on the litterbug cans, a report on the lower Coos River plan, and a report on the slide at Eel Lake. We will have the report on the danger trees and the litterbug cans ready when you make the trip on July 11, and it will be handed to the Commission at that time. I made a report to you today on the lower Coos River and will now follow with a report on the slide at Eel Lake.

A contract was awarded to Den Herder & Strobel, March 2, 1955, in the amount of $34,840.69. Work was started by the contractor on March 16, and the scheduled completion date was specified as June 30. The project was a combination contract and state force project. The contractor was required to move all unsatisfactory materials from the roadbed embankment and to replace the materials that slid away with a sand fill. The state is to construct the vertical and horizontal drains and replace the pavement.

As of June 25 the project is 31 per cent complete, and it is estimated the grade will be replaced by July 20. The state forces will place the pavement and have the job ready for traffic by August 1. All the drains being constructed by state force will be completed Thursday, June 30, following which the contractor will start backfilling the cavity with approximately 20,000 cubic yards of sand at the rate of 1,000 yards per day.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:lg

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1955

SUBJECT:

To: Mr. R. H. Baldock

Following is the current status of the Forest Boundary-Slide Correction Project on the Forest Boundary-Hauser Section of US101, according to weekly reports rendered by Resident Construction Engineer Preston F. Burnett, supplemented by information supplied by Division Engineer Edwards, this date.

A contract was awarded to Den Herder & Strobel, March 2, 1955, in the amount of $34,840.69. Work was started by the contractor on March 16, and the scheduled completion date was specified as June 30. Aug. 15?

The project was a combination contract and state force project. The contractor was required to move all unsatisfactory materials from the roadbed embankment, following which state forces would construct the vertical and horizontal drains. The state force work was delayed due to the fact that the contractor was unable to operate his equipment for 23 working days after starting, due to weather conditions.

As of June 25 the project is 31 per cent complete, with final completion estimated as July 20.

All drains being constructed by state forces will be completed Thursday, June 30, following which the contractor will start backfilling the cavity with approximately 20,000 cubic yards of sand at the rate of 1,000 yards per day.

W. W. Stiffler

WWS:er

(Danger trees
Mother Bugs.

b

RECEIVED
JUN 29 1955
FOR FILING

10-4215

4357

Salem, Oregon
June 28, 1955

Mr. R. H. Baldock

Following is the current status of the Forest Boundary-Slide Correction Project on the Forest Boundary-Hauser Section of US101, according to weekly reports rendered by Resident Construction Engineer Preston F. Burnett, supplemented by information supplied by Division Engineer Edwards, this date.

A contract was awarded to Den Herder & Strobel, March 2, 1955, in the amount of $34,840.69. Work was started by the contractor on March 16, and the scheduled completion date was specified as June 30.

The project was a combination contract and state force project. The contractor was required to move all unsatisfactory materials from the roadbed embankment, following which state forces would construct the vertical and horizontal drains. The state force work was delayed due to the fact that the contractor was unable to operate his equipment for 23 working days after starting, due to weather conditions.

As of June 25 the project is 31 per cent complete, with final completion estimated as July 20.

All drains being constructed by state forces will be completed Thursday, June 30, following which the contractor will start backfilling the cavity with approximately 20,000 cubic yards of sand at the rate of 1,000 yards per day.

W. W. Stiffler

WWS:er

RECEIVED
MAY 24 1955
FOR FILING
16-4215
4237

For [illegible] Slide Corr -101
Dave Herder & Strobel
$34,840.69 Proj 31% Comp
Hobinger June 25
Still Force, trucks, dist & hauling
drains Comp. to June 1 -
start Mar. 16 - [illegible] after Contr. Date
Date of Compl June 30 - July 20

Oregon State Highway Commission

Gentlemen:

At the March Commission meeting we took bids for correction of a major slide condition which occurred on newly constructed US101 immediately after the highway was opened to traffic. This slide is at the Douglas-Coos County line, being partially on a contract which was awarded by the State and partially on a Bureau contract. The Bureau has no money for repair of the slide, so in order to restore the highway to traffic it is necessary for the State to repair the damage. The amount of the contract authorization is $34,800.

We believe that this improvement should properly be charged as capital outlay, and it is requested that you authorize transferral of the project from a maintenance project to a construction project.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. M. Stiffler
Mr. H. G. Smith
Mr. S. E. Probert
Mr. C. H. Maison

WCW:me 1g

RECEIVED
MAY 24 1955
FOR FILING

10-4215

4337

May 23, 1955

4-P

Oregon State Highway Commission

Gentlemen:

At the March Commission meeting we took bids for correction of a major slide condition which occurred on newly constructed US101 immediately after the highway was opened to traffic. This slide is at the Douglas-Coos County line, being partially on a contract which was awarded by the State and partially on a Bureau contract. The Bureau has no money for repair of the slide, so in order to restore the highway to traffic it is necessary for the State to repair the damage. The amount of the contract authorization is $34,800.

We believe that this improvement should properly be charged as capital outlay, and it is requested that you authorize transferral of the project from a maintenance project to a construction project.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. W. Stiffler
Mr. H. G. Smith
Mr. S. H. Probert
Mr. C. H. Maison

WCW:me 1g

RECEIVED
MAY 20 1955
FOR FILING

10-4-15

4357

B.

Salem, Oregon
May 19, 1955

Mr. R. H. Baldock

On March 2 a contract was awarded to DenHerder & Strobel, contractors of Medford, to correct a fill slip-out on the Winchester Bay-Forest Boundary Section of the Oregon Coast Highway in Douglas County. The net bid of the contractor was $22,194.50. Added to the above was $3,000 to surface and pave, and $5,775 to cover the cost of vertical and horizontal drains to be performed by state forces, which work has been completed.

As I recall, Mr. Williams and I suggested that the total project authorization now set up by the Accounting Division, in the amount of $34,840.70, be considered as a capital outlay expenditure, due to the fact that this particular fill, constructed by the Bureau, has not as yet been stabilized.

We are also of the opinion that you called one or two Commissioners and secured their approval as to the above means of financing the project. However, we have nothing in the record to support the above assumption, and, lacking the same, Mr. Maison has charged the project against Maintenance, which I do not believe is a just charge against that account. Do you recall getting approval for the capital outlay expenditure?

W. W. Stiffler

WWS:er

cc Mr. L. C. Williams
Mr. C. H. Maison

FORM E30—50M—10-54—79485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16, 1955

SUBJECT: Slide North of Douglas County Line
Oregon Coast Highway

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
State Highway Department
OFFICE

Dear Sir:

Early this year a slide occurred in a fill immediately north of the Douglas County Line on the Oregon Coast Highway.

The fill in question gave trouble prior to acceptance from the contractor, and corrective measures were taken. They appeared to be effective but were not. This contract is now closed.

Corrective work in the amount of approximately $5,000 was done by State forces with the understanding that the entire job would be performed by State forces.

Work proceeded for a short time, but when sufficient investigation work had been accomplished, it was decided that this corrective repair should be done by contract.

The State Force work was charged to Minor Betterment but no order has yet been written or approved to cover the work performed.

May we have your approval to cover the State Force work in the amount of $5,000 with Minor Betterment Transfer Funds.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

AL:reb

NOTED
W. W. STIFFLER

RECEIVED
APR 7 1955
FOR FILING

10-4215
4357

April 6, 1955

Den Herder & Strobel Contractors
900 Hamilton St.
Medford, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4357, which was awarded to you on March 2 by the State Highway Commission, for slide correction on the Forest Boundary Slide Unit, Winchester Bay-Forest Boundary Section of the Oregon Coast Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
MAR 4 1955
FOR FILING

10-4215
4357

March 4, 1955

Den Herder & Strobel Contractors
900 Hamilton Street
Medford, Oregon

Gentlemen:

The State Highway Commission on March 2, 1955 awarded to you State Highway Contract No. 4357 for slide correction of the Forest Boundary Unit, Winchester Bay-Forest Boundary Section of the Oregon Coast Highway in Douglas County.

This award was based on your bid of $22,194.50 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

15-1610 Medford traffic Signals 195[illegible]

4378

RECEIVED
DEC 6 - 1955
FOR FILING

15-1610.

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 18, 1955

(CONTRACT NO.) 4358	(EST. NO.)	(CONTRACT0R)
4358	4 F	Trowbridge & Flynn Electric Co.
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23405	R 136778	$ 2,000.83	November 18, 1955

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Glen
ACCOUNTING DIVISION

Specified completion Date: June 30, 1955

Time Extensions: None

Completion Date: June 30, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-25-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: Glen

NOV 25 1955

NOTED ON CARD
gl

RECEIVED
NOV 15 1955
FOR FILING

15-1610
4358

November 15, 1955

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4358 for installing traffic signals at McAndrews Road-Twelfth Street in Medford, Jackson County, was completed by the contractor, Trowbridge & Flynn Electric Co., on June 30 and was formally accepted by the Highway Commission on November 3, 1955.

Final payment in the amount of $2,000.88 will be released to the contractor on or after November 25, 1955. The total contract amount is $15,659.70 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Robinson, Potter & Shepherd
U. S. National Bank Bldg.
Medford, Oregon

NOTED ON CARD

RECEIVED
SEP 6 - 1955
FOR FILING
4358

FORM E-123 90M REVISED 2-

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

1859

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 31, 1955

Trowbridge & Flynn Electric Company
214 West Main Street
Medford, Oregon

Attn: Mr. Paul McDuffee

Gentlemen:

We have been advised by the State Treasurer that our Warrant No. R-127934 in the amount of $3,118.60 dated July 27, 1955 in payment of estimate 3 on Contract 4358 is still outstanding and presumably lost in the mails.

Before a duplicate warrant can be issued, the Oregon State Statutes requires a bond be furnished. We are enclosing a "Bond of Indemnity" form with such information as we are able to show. You should complete the form as per instructions on the back and return to this office after which a duplicate warrant will be issued and sent you.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By: J. G. Herr

J. G. Herr
Ledgers Supervisor

encl.

cc-H. B. Glaisyer ✓

JGH:fc

NOTED
H. B. GLAISYER

RECEIVED
AUG 31 1955
FOR FILING

[illegible]
4358

August 30, 1955

Trowbridge & Flynn Electric Company
214 West Main Street
Medford, Oregon

Attention: Mr. Paul McDuffee

Gentlemen:

This is in reply to your letter of August 26 in which you request a duplicate check in payment of Estimate 3 on Contract No. 4358.

As stated in our letter of August 25, our records indicate that check No. R-127934 in the amount of $3,118.60 was mailed to your company at 214 West Main, Medford, on July 27. Apparently the check has gone astray so we are referring your letter to Mr. C. H. Maison, Auditor, for such action as will be necessary in supplying you a duplicate check.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Mr. C. H. Maison

TROWBRIDGE & FLYNN
Electric Company

214 WEST MAIN STREET • MEDFORD, OREGON

August 26, 1955

Oregon State Highway Department
~~Salem~~, Oregon

Attention: Mr. H. B. Glaisyer ✓

Gentlemen:

We have checked further and can still find no record of having received your check in payment of Estimate 3 on contract No. 4358.

We will appreciate your sending us a duplicate check covering this payment.

Thank you.

Very truly yours,

Trowbridge & Flynn Electric Co.

Paul McDuffee

Paul McDuffee

REFERRED TO
Glaisyer
BY SECRETARY

prepare reply after
checking with acct. div.
WHS

PMD/hka

RECEIVED
AUG 29 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 26 1955
FOR FILING

4358

August 25, 1955

Trowbridge & Flynn Electric Co.
214 West Main Street
Medford, Oregon

Attention: Mr. Paul McDuffee

Gentlemen:

Concerning your letter of August 24 in which you make inquiry as to the whereabouts of the payment for Estimate 3 on contract No. 4358, we checked with the Accounting Division and their records show that Check No. R-127934 in the amount of $3,118.60 was mailed to your Company at 214 West Main, Medford, on July 27. If this information does not help you to locate the check, please let us know.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

TROWBRIDGE & FLYNN
Electric Company

214 WEST MAIN STREET • MEDFORD, OREGON

August 24, 1955

Oregon State Highway Department
Salem, Oregon

Gentlemen:

We have a copy of the approval for payment on Contract #4358 - Est. 3, dated July 18, 1955, however, to date we have no record of having received payment.

We will appreciate hearing from you regarding this.

Very truly yours,

Trowbridge & Flynn Electric Company

Paul McDuffee

Paul McDuffee

Vou 14982
mailed 7-27
check no. R 127934 $3118.60
to 214 W Main Medford

RECEIVED
AUG 25 1955
OREGON
STATE HIGHWAY COMMISSION

PMD/hka

REFERRED TO
[illegible]
BY SECRETARY

RECEIVED
AUG 19 1955
FOR FILING

2-410
435

August 18, 1955

Mr. Vernon Thorpe
Director of Public Works
City Hall
Medford, Oregon

Dear Sir:

Through our Resident Bridge Engineer, Mr. P. M. Oakley, you have requested a letter clarifying the State Highway Department's position concerning the interconnect relay assembly circuits which have been installed in the McAndrews-Twelfth Street section of the U899 traffic signal project in Medford.

The proper connections for this relay circuit are shown on a sheet contained in the Special Provisions of this contract, of which you have a copy. Final inspection revealed that instead of wiring these relays so that their normal position was open and so that they closed only during the re-synchronizing period, the relays were so wired that the normal position is closed. As was explained to you and Mr. Duff, this relay equipment was not designed for continuous closed operation as required by the present circuit. The specified circuit and equipment are based upon the premise of intermittent relay operation. This circuit arrangement was specified at the request of the Portland office of the Pacific Telephone and Telegraph Company.

Either of the circuits involved will produce correct operation of the traffic signal system. It is probable, however, that the existing operation, with the resultant heat generated, will create excessive maintenance on the relay equipment since it is being operated contrary to the manufacturer's design for temperature rise and heat dissipation. This will shorten relay life and increase maintenance costs. The added maintenance due to improper relay operation would, under the terms of the agreement, be the responsibility of the City. Notwithstanding this, it is felt the contractor should make the circuit change so as to conform to the plans and specifications.

I am requesting our Division Engineer, through a copy of this letter, to see that this is done.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. F. B. Crandall
Mr. P. M. Stephenson
Mr. Tom Edwards
Mr. P. M. Oakley

JAH:imf   lg

FORM 830—60M—10-54—79461

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Grants Pass, Oregon
August 8, 1955

SUBJECT: Medford Traffic Installation
Contract No. 4358

To: Mr. J. Al Head
Assistant Traffic Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I have informed Mr. Thorpe, of the City of Medford, of the State's position concerning the wiring of the interconnect relay assembly as discussed in our telphone conversation of July 25th. He has requested that the city be given a letter clarifying the State's position before making a decision on this matter.

Very truly yours,

Philip M. Oakley

Philip M. Oakley
Resident Bridge Engineer

cc Tom Edwards

NOTED
J. AL HEAD

4394-D

Salem, Oregon
July 13, 1955

Mr. P. M. Oakley
Resident Bridge Engineer
State Highway Department
P. O. Box 306
Grants Pass, Oregon

Dear Sir:

Attached is a copy of a letter we have received from the Traffic Department in regard to the Medford Traffic Signals, Contract No. 4358.

Kindly have the corrections made as suggested by the Traffic Department.

Very truly yours,

P. M. Stephenson
Bridge Engineer

PMS:aa

Attachment

cc Tom Edwards

NOTED
M. STEPHENSON

File No. __________
Rd. No. ______ M.P. ______
City of __________
Streets __________
Rural ______ Urban ______

Salem, Oregon
July 11, 1955

Medford Traffic Installation
Contract No. 4358

P. . Stephenson
Bridge Engineer
Office

On July 7, 1955, a final inspection was made on the traffic signal installation at the above-named location. All material and workmanship were found to be satisfactory except the items mentioned below.

It was found that the contractor did not make the installation of the inter-connect relay assembly as shown in the special provisions. The wiring to this relay has not been connected according to the diagram shown in the illustration in the special provisions. This circuit should be disconnected in each controllor and re-wired according to instructions given by the circuit diagram shown in the special provision. This work will not necessitate shutting down the entire signal system since the change may be made one intersection at a time. The contractor should be instructed to do this work at the earliest possible opportunity.

Also it was found that the standard bracket arrangements as used in traffic signal installations for the Oregon State Highway Department were not installed at Eighth and Central and Ninth and Riverside. These Wait-Walk brackets should be removed and standard assemblies installed.

At such time as the above two items of work are completed, final payment may be made insofar as this office is concerned.

J. Al Head
Assistant Traffic Engineer

LHB:imf

NOTED
R. C. Blensly

NOTED
VAL JOHNSON

NOTED
L. E. GEORGE

EIVED
1955
FILING

15-1610
4358

August 18, 1955

Mr. Vernon Thorpe
Director of Public Works
City Hall
Medford, Oregon

Dear Sir:

As requested by you during our telephone conversation on August 3, 1955, we have revised the timing data for the traffic signal system in Medford. There is enclosed one copy of the data for your files.

You have indicated that you will install the overhead signal progression speed signs with city forces if our Sign Department is busy on other work. Mr. Widdows has indicated that he would prefer the City to do the installation and he will furnish you with signs and mounting attachments at the earliest possible date.

The sign location and speed indication should be as shown in the table below:

Location	Required Speed Indication
Southbound	30 MPH
Court Street and McAndrews Road	30 MPH
Court and Mansinita Streets	30 MPH
Central and Edwards Streets	25 MPH
Central and Jackson Streets	20 MPH
Central and Fourth Streets	20 MPH
Central and Sixth Streets	20 MPH
Central and Main Streets	25 MPH
Central and Eighth Streets	
Northbound	25 MPH
Riverside and Twelfth Streets	20 MPH
Riverside and Ninth Streets	20 MPH
Riverside and Main Streets	30 MPH
Riverside and Jackson Streets	30 MPH
Riverside and Edwards Streets	30 MPH
Riverside and Mansinita Streets	

Very truly yours,

W.C. Williams
Deputy State Highway Engineer

By
F.B. Crandall
Traffic Engineer

RECEIVED
AUG 19 1955
OFFICE OF
STATE HIGHWAY ENGINEER

VJ:imf
Encl.
bc: W.C. Williams
cc: W.O. Widdows

RECEIVED
AUG 2 5

FOR FILING

15-1610

4355

M E-123 50M REVISED 2-50

COMMISSIONERS
N R. CHANDLER, CHAIRMAN
COOS BAY
AS. H. REYNOLDS, MEMBER
LA GRANDE
K. McIVER, MEMBER
PORTLAND
B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 9, 1955

NOTED
G. S. PAXSON

Mr. F. L. Hubbard
Service Engineer
Pacific Telephone Company
Lincoln Building
Portland 4, Oregon

Dear Mr. Hubbard:

I am returning herewith the original of "Description of Service or Channel and Other Conditions" with respect the signal channel used in connection with the Medford Signal installation. This has been duly signed by Mr. G. S. Paxson, Assistant State Highway Engineer.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

By F. B. Crandall
F. B. Crandall
Traffic Engineer

Attachment

cc - G. S. Paxson
C. H. Maison

Mr. Maison: We charged against the construction project $670 construction charge and one month's rent $26.25 which were covered by a field purchase request. Mr. Hubbard advises "Arrangements have been made to transfer the billing to the City of Medford as of August 7, 1955 as requested." I thought this should be called to your attention as we are not on a monthly basis to take care of the $26.25 charge. We will, however, in accord with our agreement, participate with the City in 50% of this monthly charge which will be billed to us semi-annually or annually.

F. B. Crandall

RECEIVED
[illegible]

JAH/cp

CEIVED
PR 7 1955
R FILING

15-1610
4358

April 6, 1955

Trowbridge & Flynn Electric Co.
214 West Main St.
Medford, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4358, which was awarded to you on March 2 by the State Highway Commission, covering Medford Traffic Signals on the McAndrews Road-Twelfth Street Section of the Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

ECEIVED
MAR 4 1955
OR FILING

15-1610
4358

8

March 4, 1955

Trowbridge & Flynn Electric Co.
214 W. Main street
Medford, Oregon

Gentlemen:

The State Highway Commission on March 2, 1955 awarded to you State Highway Contract No. 4358 for installation of traffic signals on the Pacific Highway in Medford in Jackson County.

This award was based on your bid of $15,593 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc:
H. G. Smith
S. H. Probert
R. G. Savage, (SIAC)
G. S. Paxson

RECEIVED
FEB 25 1955
FOR FILING

15-1610
4358

February 25, 1955

Neva Samuels, City Recorder
City Hall
Medford, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Medford covering the proposed interconnecting traffic signal installation on the Pacific Highway in the City of Medford.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
FEB 28 1955
FOR FILING

Main
Traffic
Lights
Medford

Salem, Oregon
February 25, 1955

MISC. CONTRACTS and
AGREEMENTS No. 1619

5642
5648

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto is a conformed copy of an agreement with the City of Medford covering the proposed interconnecting traffic signal installation on the Pacific Highway in Medford.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Medford, Oregon.

Secretary

PM
Attach: 1

REFERRED TO
Jerry
BY SECRETARY
to file

FEB 17 1955
Maint
Traffic
Lights
Medford

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1955

SUBJECT:

To:

Mr. C. H. Maison
Accounting Division

W. C. WILLIAM

Attached is City of Medford Warrant No. 40116 in the amount of $2,800. This amount together with the sum of $6,836.69 which the city has in our advance deposit fund represents the city's share in the estimated total cost of the proposed interconnecting traffic signal installation on the Pacific Highway in Medford.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

cc: W. C. Williams
J. Al Head

FORM E-30 25M 9-51 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1955

SUBJECT: Assignment #5648

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of an agreement covering the proposed interconnecting traffic signal installation in Medford. Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission.

This project was approved by the Highway Commission on December 7, 1954.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

cc: J. Al Head

Date December 7, 1954
W. B. Glaisyer

RECEIVED
FEB 17 1955
STATE HIGHWAY ENGINEER

ASSIGNMENT

Date: January 31, 1955 No. 5648 By WCW

Description: Letter of January 21 by Jim Daniels enclosing eight copies of proposed agreement - traffic signal installation in Medford. Mr. Crandall's letter of January 31 stating that the agreement has been checked and found correct is attached.

Acknowledged by____ Referred to Cattrall ✓

- __Investigate and report with recommendation
- __Such action as necessary and report
- __Comment or recommendation
- __Return with rough draft of reply
- __Prepare reply for signature of Mr.________
- __Contact correspondent and report

Remarks: For execution by City.
WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 2-17-55 Report Received__________
me

IGHWAY DEPARTMENT
NT CORRESPONDENCE

m, Oregon
ary 31, 1955

BJECT: State-City Agreement
Traffic Signal Installation
Pacific Highway - Medford
WCW-5642

PLEASE RETURN TO
W. C. WILLIAMS

s of the agreement covering the instal-
ffic signals on the Pacific Highway in
ents have been checked, found correct
for submission to the city.

F. B. Crandall
F. B. Crandall
Traffic Engineer

NOTED
W. C. WILLIAMS

VJ:mm
Attachments

FORM 23C—50M—4-54—74396

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1955

SUBJECT: State-City Agreement
Traffic Signal Installation
Pacific Highway - Medford
WCW-5642

To: W. C. Williams
Deputy State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

There are attached eight (8) copies of the agreement covering the installation and interconnection of traffic signals on the Pacific Highway in the City of Medford. These agreements have been checked, found correct and may be handed to Mr. Cattrall for submission to the city.

F. B. Crandall

F. B. Crandall
Traffic Engineer

VJ:mm
Attachments

NOTED
W. C. WILLIAMS

ASSIGNMENT

Date: January 27, 1955 No. 5642 By WCW

Description: Letter of January 21 by Jim Daniels, enclosing eight copies of agreement between the City of Medford and the State regarding traffic signal installations in Medford.

Acknowledged by ____ Referred to Crandall

- __Investigate and report with recommendation
- __Such action as necessary and report
- __Comment or recommendation
- __Return with rough draft of reply
- __Prepare reply for signature of Mr.________
- __Contact correspondent and report

Remarks: Please check.

PLEASE RETURN TO
W. C. WILLIAMS

Executed 1-31-55 Report Received __________

RECEIVED
JAN 28 1955
TRAFFIC ENGINEER

IGHWAY DEPARTMENT
ENT CORRESPONDENCE

21, 1955
m Office

JBJECT: Re: Agreement proposed traffic signal installation US 99 Medford

PLEASE RETURN TO
W. C. WILLIAMS

est by F. B. Crandall, Traffic
herewith eight copies of the
raffic signal installations in
plans as Exhibit A.

ated that this Agreement was to
for further processing.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Jim Daniels
JIM DANIELS
Assistant Attorney

PLEASE RETURN TO
W. C. WILLIAMS

JD:mab

Attach: Agreement /8/

RECEIVED
JAN 27 1955
[illegible]
STATE HIGHWAY ENGINEER

FORM E-30 35M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

January 21, 1955
Salem Office

SUBJECT: Re: Agreement proposed traffic signal installation US 99 Medford

To:

Mr. W. C. Williams
Assistant Highway Engineer
OFFICE

PLEASE RETURN TO
W. C. WILLIAMS

Dear Mr. Williams:

Pursuant to a request by F. B. Crandall, Traffic Engineer, we are submitting herewith eight copies of the Medford-State Agreement re traffic signal installations in Medford along with attached plans as Exhibit A.

Mr. Crandall indicated that this Agreement was to be submitted to your office for further processing.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Jim Daniels
JIM DANIELS
Assistant Attorney

PLEASE RETURN TO
W. C. WILLIAMS

JD:mab

Attach: Agreement /8/

RECEIVED
JAN 28 1955
TRAFFIC ENGINEER

RECEIVED
JAN 27 1955
[illegible]
STATE HIGHWAY ENGINEER

RECEIVED
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12/7/54
4i-1

December 20, 1954

Mr. Robert A. Duff
City Manager
Medford, Oregon

Dear Mr. Duff:

The State Highway Commission at its meeting on December 7th had under discussion the traffic signal project on the Pacific Highway in your city heretofore authorized in April, 1954 at total cost of $13, 000 to be shared equally by the City and the State. The Commission was informed that the City of Medford now desires to expand the original project to include signals at three additional intersections, viz., Manzinita Street with Court Street, Manzinita Street with Riverside Avenue, and Ninth Street with Riverside Avenue. The Commission was also informed that the cost of the three additional signals will be approximately $6, 200, making a total cost of $19, 200 to be divided equally by the City and the State.

You will be pleased to know that the Commission authorized the additional signals on such basis.

Extending to you the best of the season's greetings, I remain

Sincerely yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: F. B. Crandall

RECEIVED
FOR FILING

15-161C
4358

NOTED
W. C. WILLIAMS

Salem, Oregon
December 16, 1954

Preparation of State-City Agreement
Proposed Traffic Signal Installation
US99 - Medford

C. W. Enfield
Chief Counsel
Office

At its meeting on December 7 and 8, 1954, the State Highway Commission approved the installation of certain traffic signals on the Pacific Highway in the City of Medford. Will you please prepare the necessary state-city agreement.

It is believed that the following points should be covered in the agreement:

1. The highway involved is the Pacific Highway, No. 1, US99, which in this section of Medford is routed over a one-way couplet with Central Avenue and Court Street carrying southbound and Riverside Avenue northbound traffic.

2. The work to be done under this agreement consists of the following:

   A. Install fixed-time traffic signals at the following intersections:

      (1) Riverside Avenue and Edwards Street
      (2) Central Avenue and Edwards Street
      (3) Riverside Avenue and Mazanita Street
      (4) Court Street and Manzanita Street
      (5) Central Avenue and Eighth Street
      (6) Riverside Avenue and Ninth Street

   B. Through the use of the Pacific Telephone and Telegraph Company circuits, interconnect the traffic signals at the intersections listed above with the existing traffic signals at the intersections listed below:

      (1) Court Street and McAndrews Road
      (2) Riverside Avenue and McAndrews Road
      (3) Central Avenue and Jackson Boulevard
      (4) Riverside Avenue and Jackson Boulevard

(5) Central Avenue and Fourth Street
(6) Central Avenue and Sixth Street
(7) Central Avenue and Main Street
(8) Riverside Avenue and Main Street
(9) Central Avenue and 12th Street
(10) Riverside Avenue and 12th Street

3. The work to be done is estimated to cost $19,200.

4. The state shall make the installation with either its own forces or by contract and in the first instance pay all costs thereof. The final cost shall be shared equally by the city and the state.

5. At the present time the city has on deposit $6,836.69. When returning the signed agreements the city shall submit its check for $2,800.00.

6. The rental for the Pacific Telephone and Telegraph Company circuits is estimated to be $22.50 per month. This cost shall be shared equally by the city and the state with the city paying the monthly bills in the first instance and subsequently billing the state for its share of the cost.

7. The city shall maintain the traffic signals as well as install and pay for all electrical energy consumed. The city shall make no changes in the timing program without prior approval in writing from the state.

8. It is agreed between the two parties concerned that at such time as material installed under this agreement is in need of replacement, the cost of such shall be shared on the same basis as the original installation.

The plans for these installations are being prepared, and will be submitted to you in time for inclusion in the agreements. If, after preparation, you will submit the agreements to this office through Mr. Williams' office, we will check them and care for further processing.

F. B. Crandall
Traffic Engineer

VJ:wm/mp
cc: W. C. Williams
J. W. Cattrall

RECEIVED

FOR FILING

15-16

4358

5437

NOTED
W. C. WILLIAMS

Salem, Oregon
December 13, 1954

Request to Prepare Plans, Specifications
and Agreement
Traffic Signals - Medford
Agenda Item 4-i-1

W. P. Johnson
Traffic Control Engineer
Office

The State Highway Commission at its meeting of December 7th and 8th approved a total authorization of $19,200, which includes $13,000 previously authorized and $6,200 additional cost to cover installation of traffic signals and interconnection thereof on the one-way couplet of US99 in the City of Medford.

Traffic signals are to be installed at the following intersections:

Edwards and Riverside
Edwards and Central
Ninth and Riverside
Manzinita and Riverside
Manzinita and Central
Eighth and Central.

This project also includes an interconnection of these signals through utilization of the Pacific Telephone and Telegraph circuits with the existing traffic signals installed on these two streets between McAndrews Road and 12th Street.

Agreements were prepared on October 5th by the Legal Department covering a lesser project, which was approved by the State Highway Commission at its April 1st and 2nd meeting. These agreements were forwarded to us by Mr. Williams with his assignment WCW 5437 and I am returning his assignment herewith and am destroying the ten copies of the agreement which was originally prepared and is no longer applicable.

Crandall
F. B. Crandall
Traffic Engineer

Attachment
JAH:jr
cc - W. C. Williams & Attachment
E. A. Collier
C. H. Maison
Tom Edwards
J. G. Bromley

RECEIVED
DEC 1 - 1954
FOR FILING

15-16
1358

November 30, 1954

Oregon State Highway Commission

Gentlemen:

At the April, 1954 meeting of the Highway Commission, the Commission approved a traffic-signal project on the Pacific Highway in the city of Medford at a total cost of $13,000, this total cost to be shared equally by the City and the State.

Subsequently, the City of Medford requested that we expand the original authorization to include the installation of traffic signals at three additional intersections: Manzanita Street with Court Street, Manzanita Street with Riverside Avenue, and Ninth Street with Riverside Avenue. These three additional signals are recommended in the Oregon State Highway Department Technical Report No. 54-4, "Traffic Study City of Medford 1953." All of this work, including that authorized in April, is estimated to cost $19,200, which cost would be borne equally by the City and the State.

It is recommended that you approve a $19,200 total authorization, which is, in effect, a request for an additional $6,200 over the initial $13,000 previously approved, the State's share to be $9,600. There are sufficient funds in the 1955 Minor Betterment Budget for Traffic Signal Projects to Be Selected to cover this additional authorization.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. F. B. Crandall
Mr. C. H. Maison

FBC:mp fp

RECEIVED
SEP 7 - 1954
FOR FILING

15-161
425

September 3, 1954

Mr. Vernon Thorpe
Public Works Director
City Hall
Medford, Oregon

Edwards,
Court,
Riverside

Dear Sir:

I have discussed with Mr. Crandall your request for consideration relative to State-City cooperative signal installations being handled by city forces. In reviewing this proposition, I have also had consultation with our legal counsel to determine what, if any, deterrents might arise to such an arrangement by reason of statutory limitations, whereby we are required to take bids and let to contract any project in excess of $5,000. Although legal counsel has indicated that the burden of liability for any possible violation of this statutory limitation would shift to the City under a proposition such as you propose, some criticism might be raised notwithstanding.

You have cited the manner of cost, indicating that certain installations there in Medford have been made amounting to some $1,850, inclusive of labor and materials. You do not indicate whether this cost figure includes an amount for administrative overhead. In comparing the $1,850 figure with contract installations, I will state that a review of our contract jobs shows progressively lower bid prices, the cost of some of the more recent installations running around $2,000 per intersection.

Any great volume of signal installations made by either city or state force will elicit sharp criticism from electrical contractors as well as labor union people. If, say, three intersections are involved, the legal prohibition of doing force work when more than $5,000 is involved would apply. With an increasing volume of signal installation work, an increasing number of electrical contractors have become interested in the bidding and, with the competitive climate so created, progressively better bid prices on the work have and will further develop.

In casting up the relative merits between the two methods of handling signal installations, it is my sincere belief that we should continue to use the contract method.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. F. B. Crandall

FBC:ph fp

Crandall.
Is this still an active subject or has City forgotten matter of doing work itself? Should we write?
WCW

TE HIGHWAY DEPARTMENT
ARTMENT CORRESPONDENCE

Salem, Oregon
June 10, 1954

NOTED
W. C. WILLIAMS

SUBJECT: Request of City of Medford to make Traffic Signal Installations in their City

Deputy State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

Your attention is directed to my letter of June 1st to Mr. Vernon Thorpe of Medford, blind carbon to you, and copy of his letter of May 26th attached thereto, in which he suggests that the City of Medford through their electrical crew, purchase material and perform all work incident to future traffic signal installations on the State Highway System in the City of Medford.

Mr. Thorpe stated that the City recently made a standard installation at the intersection of Sixth and Grape Streets at the cost of $1850.25. This cost is extremely low and it would appear that perhaps certain overhead charges have not been included therein.

Reviewing our estimates we have found that material costs alone to make a standard installation at a four-way intersection are approximately $1800. Our costs call for the placement of steel poles and Mr. Thorpe's installation was made with wooden poles. There is approximately a $500 higher initial installation cost, but over the period of the life of the signal, the additional installation cost for steel will be offset by reduced maintenance and replacement costs.

If the City of Medford were granted permission to make signal installations similar to permission that we have granted to the City of Portland and that granted on one occasion to the City of Eugene, it is felt that the State-City Agreement should carry the following clauses.

1. That the State's share of the total cost shall never exceed one-half of the estimated cost;
2. That the City prepare complete plans and specifications and submit them to the State for approval prior to the beginning of the installation;
3. That the State Highway Department make a final inspection and approve the installation prior to acceptance of the signals and payment of its pro rata share;
4. That the State establish the timing program and that all changes in timing must be subject to the approval of the Highway Department.

In the one instance where this permission was granted to the City of Eugene they felt, as the City of Medford now feels, that they could make the installation

FORM E-30 25M 9-51 83316

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
June 10, 1954

SUBJECT: Request of City of Medford to make Traffic Signal Installations in their City

To: W. C. Williams
Deputy State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

Your attention is directed to my letter of June 1st to Mr. Vernon Thorpe of Medford, blind carbon to you, and copy of his letter of May 26th attached thereto, in which he suggests that the City of Medford through their electrical crew, purchase material and perform all work incident to future traffic signal installations on the State Highway System in the City of Medford.

Mr. Thorpe stated that the City recently made a standard installation at the intersection of Sixth and Grape Streets at the cost of $1850.25. This cost is extremely low and it would appear that perhaps certain overhead charges have not been included therein.

Reviewing our estimates we have found that material costs alone to make a standard installation at a four-way intersection are approximately $1800. Our costs call for the placement of steel poles and Mr. Thorpe's installation was made with wooden poles. There is approximately a $500 higher initial installation cost, but over the period of the life of the signal, the additional installation cost for steel will be offset by reduced maintenance and replacement costs.

If the City of Medford were granted permission to make signal installations similar to permission that we have granted to the City of Portland and that granted on one occasion to the City of Eugene, it is felt that the State-City Agreement should carry the following clauses.

1. That the State's share of the total cost shall never exceed one-half of the estimated cost;
2. That the City prepare complete plans and specifications and submit them to the State for approval prior to the beginning of the installation;
3. That the State Highway Department make a final inspection and approve the installation prior to acceptance of the signals and payment of its pro rata share;
4. That the State establish the timing program and that all changes in timing must be subject to the approval of the Highway Department.

In the one instance where this permission was granted to the City of Eugene they felt, as the City of Medford now feels, that they could make the installation with their own forces cheaper than they could be made by contract. The final bill from the City of Eugene was higher than the initial estimate, but the State had the "ceiling clause" therein and it is understood that there was a considerable cost to the City which was not even included in the bill submitted to the State. This, I think, is evidenced by the fact that the City of Eugene has never asked permission to make an installation with their own forces since this one experience.

I do not know what the limitation should be on the total cost of the project the City can undertake, but we have one installation pending for which the estimated cost is some $13,000 and if permission is granted to the City to make future installations, this project would be the first to be so handled. I would recommend to you that we allow the City of Medford to make future traffic signal installations on the State Highway System with the restrictive provisions as outlined hereinabove provided that we would not be violating any provisions of law stating that projects in excess of $5,000 must be contracted.

F. B. Crandall
Traffic Engineer

JAH:jr

cc - G. S. Paxson

RECEIVED
AUG 20 1954
TRAFFIC ENGINEER

RECEIVED
JUN 10 1954
OFFICE OF
STATE HIGHWAY ENGINEER

FORM [illegible]129X 25M 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 1, 1954

NOTED
W. C. WILLIAMS

Mr. Vernon Thorpe
Public Works Director
City Hall
Medford, Oregon

Dear Mr. Thorpe:

I am in receipt of your letter of May 26 referring to the fact that you wish to obligate certain funds allocated for traffic signals within the present fiscal year and other related items. I will confine my comments hereinafter to the one item in your letter treating with budgetary problems and will take under advisement the City's request to make future signal installations with their forces rather than by contract. With respect to this latter, I will advise at a later date.

We now have in the process of preparation an agreement covering the installation of two fixed-time traffic signals at the intersections of Edwards Street with Court Street and with Riverside Avenue, and also the interconnection of these two signals with all of the existing traffic signals on the Pacific Highway in the City of Medford. The total cost of the two new installations and the interconnection is estimated to be $13,000.

I cannot state at this time when the agreement will reach the City for execution, but when it does, the City's pro rata share of the estimated cost of the installation will be $6,500. In accord with standard practice, the agreement will request the City to return to the State its certified check for $6,500.

The City may, if it wishes, obligate its pro rata share of the total cost of $13,000 as this matter has already been submitted to the State Highway Commission and it has approved the State Highway Department's participation in the overall cost in the amount of $6,500. I trust that the foregoing is sufficient for your Budget Committee to act upon this matter.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

By FBCrandall
F. B. Crandall
Traffic Engineer

JAH:as
bc - W. C. Williams ✓
Val Johnson
Val: With respect to the City of Medford making their own installations, will you review this subject and advise me.

CITY OF MEDFORD
Medford, Oregon

May 26, 1954

Mr. F. B. Crandall
State Traffic Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

We have two more Council Meetings before the end of the fiscal year and which vouchers may be drawn or transfers may be made on the current budget.

As you may remember, we discussed this matter with Al Head sometime ago, relative to the balance in our fund that we would like to apply to proposed traffic signal installations on Edwards Street, along with an interconnection system of the traffic signals on Highway 99 North and on Highway 99 South. Preliminary estimates of the interconnections indicated an estimated cost of $6500.00, but since that time further investigation has been made which indicates that this interconnection work can probably be done for considerably less amount.

We would appreciate having the estimated cost of the two proposed signals on Edward Street and the interconnecting work in order that a voucher and warrant may be drawn and passed by the City Council on our current budget. No provision is being made by the Committee for these two signals and interconnection work in next years budget amounts.

Mr. J. A. Wolf, our City Electrician, has completed the installation of the traffic signal at Sixth and Grape Streets with a total cost of $1,850.25. This amount includes labor and all materials. It is a standard type installation with four overhead signals at the far side of the intersection at a cost lower than recent contracts of similar installations. We would like to suggest that in view of the considerable saving that can be effected by the City of Medford forces purchasing the materials and performing the work, that the State of Oregon participate in the cost of future signal installations on the Highway systems. These installations would be standard installations as specified by the Oregon State Highway Commission.

Very truly yours,

COPY

Vernon Thorpe
Public Works Director

VT:gc
copy made 6-1-54
as

RECEIVED

FOR FILING

NOTED
W. C. WILLIAMS

Maint
Traffic
Lights
Medford

Salem, Oregon
May 19, 1954

Preparation of State-City Agreement
Proposed Traffic Signal Installation
US99 - Medford

G. W. Enfield
Chief Counsel
Office

At its meeting on April 1 and 2, 1954, the State Highway Commission approved the installation of traffic signals at the intersections of Edwards Street with Court Street and with Riverside Avenue, and also the interconnection of all traffic signals on the Pacific Highway, No. 1, in the City of Medford. Will you please prepare the necessary state-city agreement.

In the way of material to be included in the agreement, I offer the following:

1. The highway involved is the Pacific Highway, No. 1, which in this portion of the City of Medford is routed on a one-way couplet with Court Street and Central Avenue carrying southbound traffic and Riverside Avenue carrying northbound traffic.
2. It is planned to install fixed-time traffic signals at the intersections of Edwards Street with Court Street and with Riverside Avenue. Also, the two new traffic signals will be interconnected with all of the existing traffic signals on the Pacific Highway in the City of Medford, as shown on the attached plans.
3. The total cost of the installation is estimated to be $13,000.
4. The state shall make the installation either with its own forces or by contract and in the first instance pay all costs thereof. The final cost shall be shared equally by the city and the state.
5. The city, when returning the signed agreements, shall submit its check for one-half of the estimated cost of the installation.
6. The city shall maintain the signals after installation and pay for all electrical energy consumed. The city agrees to make no changes in the timing program without prior approval in writing from the state.
7. The city shall obtain from the local utility companies permission to attach a supervisory wire to utility poles as shown in the plan. One copy of such permission shall be submitted with the signed agreements.

8. The city shall do all necessary tree trimming to provide clearance for the supervisory wire.

9. It is agreed between the two parties concerned that at such time as material installed under this agreement is in need of replacement, the cost of such shall be shared on the same basis as the original installation.

If after preparation you will submit the agreements to this office through Mr. Williams' office, we will check them and care for further processing.

Crandall

V.B. Crandall
Traffic Engineer

VJ:mm
Attachments
cc: W.C.Williams ✓
J.W.Cattrall

RECEIVED
APR 23 1954
FOR FILING

Maint
Traffic
Lights
Medford

Agenda
4b-1

April 7, 1954

Mr. Vernon Thorpe
Public Works Director
City of Medford
Medford, Oregon

Dear Mr. Thorpe:

I refer to your letter of January 23, 1954, directed to Mr. F. B. Crandall, Traffic Engineer, regarding the request of the Lincoln School Parent-Teachers Association for traffic control signals at the Central Avenue and Edwards Street intersection. In the fourth paragraph of your letter, you point out the desirability of having the signals on Court Street and Central Avenue interconnected in order to obtain a more orderly progression throughout, and you request advice on the possibility of constructing, in the near future, an interconnecting system on this route between McAndrews Road and Main Street.

This matter had the attention of the State Highway Commission at its meeting last week at which time the Engineer recommended approval of a $13,000 traffic signal project providng for two additional traffic signals costing about $6,500 on US 99 at Edwards Street (Edwards and Riverside Streets and Court and Edwards Streets) and the interconnection of all existing and proposed traffic signals on US 99 between McAndrews Road and 14th Street at an estimated cost of $6,500 on the condition that the City of Medford will assume payment of 50 percent of the costs involved.

You will be pleased to know that the Commission adopted the recommendation. The matter is to be covered by the appropriate written agreement which will be forwarded to you later.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ehr

cc F. B. Crandall

RECEIVED
MAR 5 1954
FOR FILING

Maint
Traffic
Lights
Medford

March 3, 1954

Oregon State Highway Commission

Gentlemen:

Mr. Vernon Thorpe, Public Works Director, City of Medford, on January 23 referred to the Highway Department a request of the Lincoln School Parent-Teacher Association in Medford for the installation of traffic signals at Central Avenue and Edwards Street in Medford. Mr. Thorpe has also requested consideration of interconnecting the existing traffic signal system on the one-way couplet in Medford so as to control the orderly movement of traffic.

The installation of traffic signals at Edwards and Court Streets and at Edwards and Riverside Streets would fit into the long-range program for signalization on US99. It is estimated that the installation of traffic signals at these two locations would be $6,500.

At such time as these two intersections are installed, it then becomes advisable to interconnect all existing signals with the two proposed on both Riverside Street (northbound routing US99) and Court and Central Streets (southbound routing US99) between McAndrews Road and 12th Street. Such interconnection would give an opportunity to control the speed of traffic and to develop an orderly progression of traffic on US99 through the city of Medford. This work is estimated to cost $6,500.

It is recommended that a $13,000 traffic signal project be approved wherein $6,500 be programmed for the installation of two additional traffic signals on US99 at Edwards Street (Edwards and Riverside Streets and Court and Edwards Streets) and $6,500 be programmed for the interconnection of all existing and proposed traffic signals on US99 between McAndrews Road and 12th Street. There are sufficient funds in the 1954 Minor Betterment Budget for traffic signals to cover this installation.

This matter will be on the agenda at the next meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. F. B. Crandall
Mr. C. H. Maison

JAH:jr fp

FORM E-123 90M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

AGENDA
APR 1 1954

46.1

March 3, 1954

Oregon State Highway Commission

Gentlemen:

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This matter will be on the agenda at the next meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

LETTER TO Thorpe
DATE 4-7-54

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 26, 1954

SUBJECT: Request for Traffic Signal Installations
US99 - Medford

To: W. C. Williams
Deputy State Highway Engineer
Office

Attached is correspondence between Vernon Thorpe, Director of Public Works, City of Medford and myself which, I believe, in itself is self-explanatory. Since this correspondence transpired, Mr. Head was in Medford a couple of weeks ago, and Mr. Robert Duff, City Superintendent, asked if it would be possible for the Highway Department and the City of Medford to enter into or rather obligate approximately $7,000 of City Funds for traffic signal work in the City of Medford.

You will note from my letter of January 26th to Mr. Thorpe, that it was our thought that we should hold "piece meal" work in abeyance until after our forthcoming traffic survey report is completed. In this connection we will include in the traffic survey report a section on the needs for traffic signal installations, etc. in Medford.

Medford's system of budgeting, wherein a public lay group reviews and approves budget with recommendations from the City Council, is such that unless they obligate some $7,000 of unobligated traffic control funds before the forthcoming budget period is completed, it is highly probable that the Citizens Committee would not give them their requested allotment for 1954-55. Thus in view of this and by virtue of the fact that our forthcoming traffic survey report will request considerable funds, we felt it might not be amiss to recommend to the Commission approximately a $14,000 traffic signal program.

Attached is plat of Medford on which is shown the State Highway System and the existing and proposed traffic signal installations for US99. It is estimated that interconnecting the Riverside-Central and Court Street couplet, would cost $6,500 and that the installation of traffic signals at the Court and Edwards and Riverside and Edwards Street intersections would cost $6,500. The total of these two projects would be $13,000. Now turning from the immediate to the future program, installation of traffic signals at Riverside and Sixth, Central and Sixth, Riverside and Ninth, Court and Manzanita, and Riverside and Manzanita Streets, would cost an additional $14,800, which work could be programmed in future years as State and City money becomes available for this work. This latter also will be included in the Medford Traffic Survey Report.

I have, in accord with the foregoing prepared the attached suggested draft to the State Highway Commission.

FBCrandall

F. B. Crandall
Traffic Engineer

JAH:jr
Attachments

FORM E-123X 37,500 4-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Dist
Traffic

January 26, 1954

NOTE
W. C. WILLIAMS

Mr. Vernon Thorpe
Public Works Director
City Hall
Medford, Oregon

Dear Mr. Thorpe:

I have your letter of January 23 last wherein you cite request of Lincoln School Parent-Teachers Association for signalized control at Central Avenue (US99) and Edwards Street intersection for protection of school youngsters. You also asked that consideration be given to partial interconnection of lineal signal system with ultimate complete interconnection to be accomplished at a future date.

We will be glad to give consideration to both of these matters; however, we would prefer, if possible, to incorporate our thoughts with regard thereto in the final report of the survey as is now being conducted.

We will appreciate you obtaining traffic count data on both Edwards and North Central Avenue as per the last paragraph of your letter. Insofar as we can determine now, no additional information will be needed at this time.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

By F B Crandall
F. B. Crandall
Traffic Engineer

FBC:as

bc - W. C. Williams ✓

CITY OF MEDFORD
MEDFORD, OREGON

January 23, 1954

Mr. F. B. Crandall
State Traffic Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Crandall:

The Lincoln School Parent-Teachers Association has made a request to the City for a traffic control signal at the Central Avenue and Edwards Street intersection. There are a number of children attending this school that cross Central Avenue at this intersection.

The traffic on Court Street will probably travel in waves after the traffic control signals are placed in operation at McAndrews Road. As the distance is a little over 2,000 feet between McAndrews and Edwards there will not be a very long gap between waves, but should provide a small break in traffic to permit vehicle and pedestrians to cross at this intersection.

There is an angle of 35 degrees where Court Street merges with Central Avenue. The crown of the street creates an adverse super-elevation that has been the cause of many accidents; 7 occurring in 1953. Most of these accidents have been one-vehicle accidents, the vehicles crossing the curb and sidewalk after swerving across Central Avenue. Vehicle operators that have had accidents at this intersection have been local residents as well as strangers.

In order to obtain progression through signals on Court St.-Central Ave., all of the installations should be inter-connected. Your Department has investigated the possibility of inter-connecting all signals on Central Ave. and Riverside from McAndrews Road to 12th St., and made an estimate of the cost. The city's share of this cost exceeded the available funds. We would appreciate your advice on the possibility of constructing an inter-connecting system on Court St.-Central Ave. between McAndrews Road and Main St. in the near future, and extending it to the rest of the system later.

The City Traffic Engineering Department will obtain traffic counts on both Edwards St. and North Central Ave. next week to supplement the counts you now have on Court St.-Central Avenue. Please let us know if we may obtain additional information for you.

Very truly yours,

/s/
Vernon Thorpe
Public Works Director

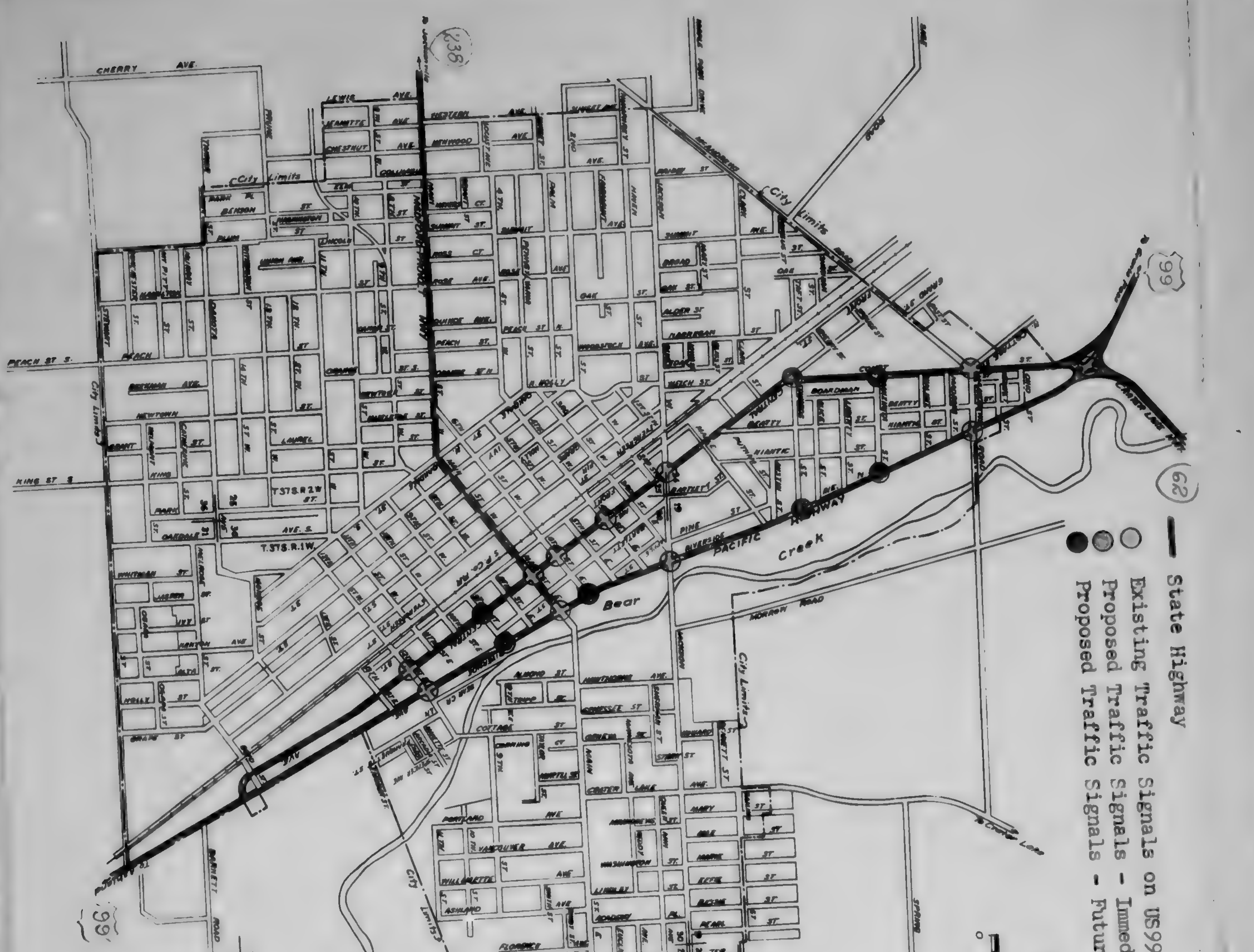
VT:gc
CC:Lincoln P.T.A.

This may be a part of the recommendation in the arterial St. Survey.

I will be out of the office for 10 days to 2 weeks.

COPY

copy made 2-25-54
jr


MEDFORD
Scale in feet
0
800
1600
2400
State Highway
Existing Traffic Signals on US99
Proposed Traffic Signals - Immediate Installation
Proposed Traffic Signals - Future Installation
N
99
99
62
238
City Limits
Bear
Creek
PACIFIC HIGHWAY
CHERRY AVE.
PEACH ST S.
KING ST S
HIGHLAND DRIVE
ELLENDALE ROAD
MORROW ROAD
T.37S.R.2W.
T.37S.R.1W.

[illegible]-1 (c) Goshen-[illegible] Unit, 195[illegible]
Goshen-[illegible] Soc. of the
1959 [illegible]

REGION 8 FILE COPY

Monthly transaction number

RECEIVED
7-27

Project report number

FOR FILING

4357

R-2A
(5-31-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

ate: Oregon

County: Lane

Project number: BFI-161(24)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 18, 19 55, is hereby modified as follows:

Revised estimated total cost of project	$ 1,554,561
Revised Federal funds	$ 887,100
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 8th day of July, 1958.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By

State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CGPolk

By C. G. Polk
Division Engineer

COPY SENT
JUL 9 1958
Washington

COPY SENT
JUL 9 1958
STATE

USComm-DC 11170

Form PR 2 (Revised 1950)

CPR8-1850

State Oregon

Project No. BFI-161(24)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of November, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 6th day of July, 1954, a program, which was approved on the 19th day of July, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 15th day of February, 1955, and the sum of eight hundred thirty-eight thousand and 00/100 dollars ($838,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State **Proceeds of bonds as follows:**

act of legislature by which authorized)

~~(b) From other sources~~

Authorized by Chapter	Oregon Laws	Amount	Date of Issue	Beginning Date of Maturities
491	1951	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
491	1951	15,000,000	Mar. 1, 1952	Mar. 1, 1953
491	1951	10,000,000	Mar. 1, 1953	Mar. 1, 1954
20	1953	32,000,000	Sept.1, 1953	Sept.1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 45+56 in the SE 1/4 of Section 14, T. 18 S., R. 3 W., W.M., and survey station 1056+80 in the SE 1/4 of Section 11, T. 21 S., R. 4 W., W.M., except stations 155+40 to 156+60, 283+40 to 283+90, 305+13 to 305+77, 418+32 to 418+82, 442+25 to 447+88, 462+86 to 464+00, 527+43.2 to 530+24.2, 555+60 to 556+40, 663+50 to 664+30, 676+00 to 678+00, 685+75.42 to 689+14.58, 721+70 to 722+70, 739+14.88 to 740+34.88, 747+50.08 to 749+76.08, 769+08.51 to 770+18.51, 792+55 to 793+75, 886+05 to 888+35, 889+58.89 to 891+46.89 and 994+60 to 995+40,

, length 20.136 miles, in Lane County,

being Oregon project No. HFI-161(24), consisting of 20.136 miles of

roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~or a mile in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **eight hundred thirty-eight thousand and 00/100** dollars ($**838,000.00**), which does not exceed the authorized Federal pro rata share of **one million, three hundred fifty-three thousand, ninety-one and 30/100** dollars ($**1,353,091.30**), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest

SECRETARY

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Bureau of Public Roads.

A4.62

U. S. GOVERNMENT PRINTING OFFICE 16—11879-6

RECEIVED
NOV 18 1955
DIVISION 8

Oregon State Highway Department

Federal Aid Project
No. EFI-161(24)

GOSHEN-DIVIDE SECTION
OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 22, 1955

Type Code 6202
2-lane Roadway (Sta. 27+00 to Sta. 292+25)(Sta. 302+50 to Sta. 721+70)(Contract No. 4359)

5,800 cu. yds.	Excavating and Placing Topsoil	$ 1.25	$ 7,250.00
200 lin. ft.	Salvaging Culvert Pipe	2.00	400.00
23 cu. yds.	Concrete in Islands	40.00	920.00
900 lin. ft.	1½-inch Electrical Conduit	0.95	855.00
60,000 cu. yds.	Selected Roadbed Topping	0.40	24,000.00
140,000 yd. mi.	Hauling Roadbed Topping	0.15	21,000.00
138,000 cu. yds.	Crusher-run Material in Base	1.00	138,000.00
41,500 cu. yds.	3/4" - 0 Material in Base and Shoulders	1.30	53,950.00
5,500 M-gal.	Sprinkling	2.00	11,000.00
140,000 gal.	SS-1 Asphalt in Sprinkling	0.18	25,200.00
56,000 tons	Class "B" Asphaltic Concrete	4.30	240,800.00
50 tons	RS-1 Asphalt in Tack Coat	45.00	2,250.00
60 tons	RS-1 Asphalt in Pavement Seal	40.00	2,400.00
380 cu. yds.	Aggregates in Pavement Seal	4.50	1,710.00
3,350 cu. yds.	Furnishing and Placing Aggregates	4.00	13,400.00
250 tons	Furnishing and Placing 150-200 Asphalt	40.00	10,000.00
75 tons	Furnishing and Placing RS-1 Asphalt	40.00	3,000.00
2,500 lin. ft.	Asphaltic Concrete Traffic Markers	1.00	2,500.00
			$558,635.00

Type Code 6201
2-lane Roadway (Sta. 721+70 to Sta. 996+00)(Contract No. 4498)

90,000 cu. yds.	2½" - 0 Rock in Base	$ 1.45	$130,500.00
15,500 cu. yds.	3/4" - 0 Rock in Base	1.60	24,800.00
2,600 M-gal.	Sprinkling	1.50	3,900.00
4.96 miles	Preparation of Base	150.00	744.00
690 cu. yds.	3/4" - 0 Rock in Binder Course	2.50	1,725.00
120 tons	RC-3 Asphalt	43.40	5,208.00
40 tons	RS-1 Asphalt	75.00	3,000.00
19,000 tons	Class "B" Asphaltic Concrete	5.05	95,950.00
94 tons	150-200 Asphalt	40.00	3,760.00
1,000 cu. yds.	Aggregates in Pavement Seal	4.00	4,000.00
			$273,587.00

Subtotal	$832,222.00
10% Engr. & Cont.	83,222.20
Total	$915,444.20

Length of Roadway	17.459 miles
Length of 17 Structures	0.353 mile
Length of 3 Structures	0.224 mile (Exceptions)
Total Length	18.036 miles
Cost of Roadway per mile	$52,433.94

Type Code 6202
4-lane Roadway (Sta. 45+56 thru Eq. 91+37.97=24+63.24 to Sta. 27+00)
(Sta. 292+25 to Sta. 308+50)(Contract No. 4359)

20 cu. yds.	Drainage Excavation, Unclassified	$ 3.00	$ 60.00
200 cu. yds.	Excavating and Placing Topsoil	1.25	250.00
100 lin. ft.	12-inch Corrugated Metal Pipe	4.00	400.00
70 lin. ft.	Salvaging Culvert Pipe	2.00	140.00
2 only	Concrete Catch Basins	100.00	200.00
60 cu. yds.	Concrete Curbs	45.00	2,700.00
33 cu. yds.	Concrete in Islands	40.00	1,320.00
400 lin. ft.	1½-inch Electrical Conduit	0.95	380.00
100 lin. ft.	1½-inch Electrical Conduit	1.25	125.00
35,000 cu. yds.	Selected Roadbed Topping	0.40	14,000.00
80,000 yd. mi.	Hauling Roadbed Topping	0.15	12,000.00
28,000 cu. yds.	Crusher-run Material in Base	1.00	28,000.00
11,000 cu. yds.	3/4" - 0 Material in Base and Shoulders	1.30	14,300.00
1,500 M-gal.	Sprinkling	2.00	3,000.00
50,000 gal.	SS-1 Asphalt in Sprinkling	0.18	9,000.00
21,000 tons	Class "B" Asphaltic Concrete	4.30	90,300.00
20 tons	RS-1 Asphalt in Tack Coat	45.00	900.00
20 tons	RS-1 Asphalt in Pavement Seal	40.00	800.00
120 cu. yds.	Aggregates in Pavement Seal	4.50	540.00
300 cu. yds.	Furnishing and Placing Aggregates	4.00	1,200.00
20 tons	Furnishing and Placing 150-200 Asphalt	40.00	800.00
5 tons	Furnishing and Placing RS-1 Asphalt	40.00	200.00
1,300 lin. ft.	Asphaltic Concrete Traffic Markers	1.00	1,300.00
			$181,915.00

Type Code 6201
4-lane Roadway (Sta. 996+00 to Sta. 1056+00)(Contract No. 4498)

1,700 sq. yds.	Removal of Pavement	$ 0.20	$ 340.00
22,500 cu. yds.	General Excavation, Unclassified	0.50	11,250.00
130,200 yd. sta.	Short Overhaul	0.01	1,302.00
1,500 C-yd. sta.	Long Overhaul	0.40	600.00
350 lin. ft.	1½-inch Electrical Conduit	1.50	525.00
59,000 cu. yds.	2½" - 0 Rock in Base	1.45	85,550.00
11,500 cu. yds.	3/4" - 0 Rock in Base	1.60	18,400.00
1,800 M-gal.	Sprinkling	1.50	2,700.00
1.47 miles	Preparation of Base	150.00	220.50
510 cu. yds.	3/4" - 0 Rock in Binder Course	2.50	1,275.00
80 tons	RC-3 Asphalt	43.40	3,472.00
26 tons	RS-1 Asphalt	75.00	1,950.00
16,000 tons	Class "B" Asphaltic Concrete	5.05	80,800.00
84 tons	150-200 Asphalt	40.00	3,360.00
800 cu. yds.	Aggregates in Pavement Seal	4.00	3,200.00
106 cu. yds.	Furnishing and Placing Aggregates	4.00	424.00
770 lin. ft.	Asphaltic Concrete Traffic Markers	0.75	577.50
			$215,916.00

Subtotal	$397,861.00
10% Engr. & Cont.	39,786.10
Total	$437,647.10

Length of Roadway	2.677 miles
Length of 2 Structures	0.012 mile
Total Length	2.689 miles
Cost of Roadway per mile	$163,484.16

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-lane Roadway	$ 915,444.20	$566,955.00	$348,489.20
4-lane Roadway	437,647.10	271,045.00	166,602.10
	$1,353,091.30	$838,000.00	$515,091.30

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939; Chap. 491, laws 1951; Chap. 20, laws 1953.

State Funds for Maint: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. BFI-161 (24)

GOSHEN-DIVIDE SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, Feb. 14, 1955

Type Code 6202
2 Lane Roadway (Sta. 27+00 to Sta. 292+25) (Sta. 308+50 to Sta. 721+70)

5,800 Cu. Yds.	Excavating and Placing Topsoil	$ 1.00	$ 5,800.00
200 Lin. Ft.	Salvaging Culvert Pipe	2.00	400.00
23 Cu. Yds.	Concrete in Islands	38.00	874.00
900 Lin. Ft.	1½-inch Electrical Conduit	1.50	1,350.00
60,000 Cu. Yds.	Selected Roadbed Topping	0.45	27,000.00
140,000 Yd. Mi.	Hauling Roadbed Topping	0.14	19,600.00
138,000 Cu. Yds.	Crusher-run Material in Base	1.50	207,000.00
41,500 Cu. Yds.	3/4" - 0 Material in Base and Shoulders	1.75	72,625.00
5,500 M-Gal.	Sprinkling	2.50	13,750.00
140,000 Gal.	SS-1 Asphalt in Sprinkling	0.20	28,000.00
56,000 Tons	Class "B" Asphaltic Concrete	4.75	266,000.00
50 tons	RS-1 Asphalt in Tack Coat	40.00	2,000.00
60 Tons	RS-1 Asphalt in Pavement Seal	40.00	2,400.00
380 Cu. Yds.	Aggregates in Pavement Seal	3.50	1,330.00
3,350 Cu. Yds.	Furnishing and Placing Aggregates	3.00	10,050.00
250 Tons	Furnishing and Placing 150-200 Asphalt	38.00	9,500.00
75 Tons	Furnishing and Placing RS-1 Asphalt	40.00	3,000.00
2,500 Lin. Ft.	Asphaltic Concrete Traffic Markers	1.00	2,500.00
	Subtotal		$673,179.00
	10% Engr. & Cont.		67,317.90
	Total		$740,496.90

Length of Roadway	12.494 Miles
Length of 7 Structures	0.131 Mile
Length of 3 Structures	0.224 Mile (Exceptions)
Total Length	12.849 Miles
Cost of Roadway Per Mile	$59,268.20

Type Code 6202
4 Lane Roadway (Sta. 45+56 Thru Eq. 91+37.97-24+63.24 to Sta. 27+00) (Sta. 292+25 to Sta. 308+50)

20 Cu. Yds.	Drainage Excavation, Unclassified	$ 3.00	$ 60.00
200 Cu. Yds.	Excavating and Placing Topsoil	1.00	200.00
100 Lin. Ft.	12-inch Corrugated Metal Pipe	2.00	200.00
70 Lin. Ft.	Salvaging Culvert Pipe	2.00	140.00

2 Only	Concrete Catch Basins	$75.00	$ 150.00
60 Cu. Yds.	Concrete Curbs	40.00	2,400.00
33 Cu. Yds.	Concrete in Islands	38.00	1,254.00
400 Lin. Ft.	1¼-Inch Electrical Conduit	1.50	600.00
100 Lin. Ft.	1½-Inch Electrical Conduit	1.75	175.00
35,000 Cu. Yds.	Selected Roadbed Topping	0.45	15,750.00
80,000 Yd. Mi.	Hauling Roadbed Topping	0.14	11,200.00
28,000 Cu. Yds.	Crusher-run Material in Base	1.50	42,000.00
11,000 Cu. Yds.	3/4" - 0 Material in Base and Shoulders	1.75	19,250.00
1,500 M-Gal.	Sprinkling	2.50	3,750.00
50,000 Gal.	SS-1 Asphalt in Sprinkling	0.20	10,000.00
21,000 Tons	Class "B" Asphaltic Concrete	4.75	99,750.00
20 Tons	RS-1 Asphalt in Tack Coat	40.00	800.00
20 Tons	RS-1 Asphalt in Pavement Seal	40.00	800.00
120 Cu. Yds.	Aggregates in Pavement Seal	3.50	420.00
300 Cu. Yds.	Furnishing and Placing Aggregates	3.00	900.00
20 Tons	Furnishing and Placing 150-200 Asphalt	38.00	760.00
5 Tons	Furnishing and Placing RS-1 Asphalt	40.00	200.00
1,300 Lin. Ft.	Asphaltic Concrete Traffic Markers	1.00	1,300.00
	Subtotal		$212,059.00
	10% Engr. & Cont.		21,205.90
	Total		$233,264.90

Length of Roadway	1.210 Mile
Length of 1 Structure	0.012 Mile
Total Length	1.222 Mile
Cost of Roadway Per Mile	$192,780.90

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2 Lane Roadway	$740,496.90	$444,863.00	$295,633.90
4 Lane Roadway	233,264.90	140,137.00	93,127.90
	$973,761.80	$585,000.00	$388,761.80

MENT

Oregon State Highway Department

Federal Aid
Highway No. BFI-161(24)

GOSHEN-DIVIDE SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 14, 1955

Type Code 6202
2 Lane Roadway (Sta. 27+00 to Sta. 292+25) (Sta. 308+50 to Sta. 721+70)
(Contract No. 4359)

5,800 cu. yds.	Excavating and Placing Topsoil	$ 1.25	$ 7,250.00
200 lin. ft.	Salvaging Culvert Pipe	2.00	400.00
23 cu. yds.	Concrete in Islands	40.00	920.00
900 lin. ft.	1¼ Inch Electrical Conduit	0.95	855.00
60,000 cu. yds.	Selected Roadbed Topping	0.40	24,000.00
140,000 yd. mi.	Hauling Roadbed Topping	0.15	21,000.00
138,000 cu. yds.	Crusher-run Material in Base	1.00	138,000.00
41,500 cu. yds.	3/4" - 0 Material in Base and Shoulders	1.30	53,950.00
5,500 M-gal.	Sprinkling	2.00	11,000.00
140,000 gal.	SS-1 Asphalt in Sprinkling	0.18	25,200.00
56,000 tons	Class "B" Asphaltic Concrete	4.30	240,800.00
50 tons	RS-1 Asphalt in Tack Coat	45.00	2,250.00
60 tons	RS-1 Asphalt in Pavement Seal	40.00	2,400.00
380 cu. yds.	Aggregates in Pavement Seal	4.50	1,710.00
3,350 cu. yds.	Furnishing and Placing Aggregates	4.00	13,400.00
250 tons	Furnishing and Placing 150-200 Asphalt	40.00	10,000.00
75 tons	Furnishing and Placing RS-1 Asphalt	40.00	3,000.00
2,500 lin. ft.	Asphaltic Concrete Traffic Markers	1.00	2,500.00
			$558,635.00

Type Code 6201
2 Lane Roadway (Sta. 721+70 to Sta. 996+00)

90,000 cu. yds.	2¼" - 0 Rock in Base	$ 1.95	$175,500.00
15,500 cu. yds.	3/4" - 0 Rock in Base	2.30	35,650.00
2,600 M-gal.	Sprinkling	2.50	6,500.00
4.96 miles	Preparation of Base	300.00	1,488.00
690 cu. yds.	3/4" - 0 Rock in Binder Course	3.25	2,242.50
120 tons	RC-3 Asphalt	40.00	4,800.00
40 tons	RS-1 Asphalt	40.00	1,600.00
19,000 tons	Class "B" Asphaltic Concrete	4.70	89,300.00
94 tons	150-200 Asphalt	38.00	3,572.00
1,000 cu. yds.	Aggregates in Pavement Seal	4.00	4,000.00
			$324,652.50

Subtotal	$883,287.50
10% Engr. & Cont.	88,328.75
Total	$971,616.25

Length of Roadway	17.459 miles
Length of 17 Strustures	0.353 mile
Length of 3 Strustures	0.224 mile (Exception)
Total Length	18.036 miles
Cost of Roadway per Mile	$55,651.31

Type Code 6202
4 Lane Roadway (Sta. 45+56 Thru Eq. 91+37.97 = 24+63.24 to Sta. 27+00)(Sta. 292+25 to Sta. 308+50) (Contract No. 4359)

20 cu. yds.	Drainage Excavation, Uncl.	$ 3.00	$ 60.00
200 cu. yds.	Excavating and Placing Topsoil	1.25	250.00
100 lin. ft.	12 Inch Corrugated Metal Pipe	4.00	400.00
70 lin. ft.	Salvaging Culvert Pipe	2.00	140.00
2 only	Concrete Catch Basins	100.00	200.00
60 cu. yds.	Concrete Curbs	45.00	2,700.00
33 cu. yds.	Concrete in Islands	40.00	1,320.00
400 lin. ft.	1¼ Inch Electrical Conduit	0.95	380.00
100 lin. ft.	1½ Inch Electrical Conduit	1.25	125.00
35,000 cu. yds.	Selected Roadbed Topping	0.40	14,000.00
80,000 yd. mi.	Hauling Roadbed Topping	0.15	12,000.00
28,000 cu. yds.	Crusher-run Material in Base	1.00	28,000.00
11,000 cu. yds.	3/4" - 0 Material in Base and Shoulders	1.30	14,300.00
1,500 M-gal.	Sprinkling	2.00	3,000.00
50,000 gal.	SS-1 Asphalt in Sprinkling	0.18	9,000.00
21,000 tons	Class "B" Asphaltic Concrete	4.30	90,300.00
20 tons	RS-1 Asphalt in Tack Coat	45.00	900.00
20 tons	RS-1 Asphalt in Pavement Seal	40.00	800.00
120 cu. yds.	Aggregates in Pavement Seal	4.50	540.00
300 cu. yds.	Furnishing and Placing Aggregates	4.00	1,200.00
20 tons	Furnishing and Placing 150-200 Asphalt	40.00	800.00
5 tons	Furnishing and Placing RS-1 Asphalt	40.00	200.00
1,300 lin. ft.	Asphaltic Concrete Traffic Markers	1.00	1,300.00
			$181,915.00

Type Code 6201
4 Lane Roadway (Sta. 996+00 to Sta. 1056+80)

1,700 sq. yds.	Removal of Pavement	$ 0.60	$ 1,020.00
22,500 cu. yds.	General Excavation, Unclassified	0.40	9,000.00
130,200 yd. sta.	Short Overhaul	0.015	1,953.00
1,500 C-yd. sta.	Long Overhaul	0.40	600.00
350 lin. ft.	1¼ Inch Electrical Conduit	1.25	437.50
59,000 cu. yds.	2½" - 0 Rock in Base	1.95	115,050.00
11,500 cu. yds.	3/4" - 0 Rock in Base	2.30	26,450.00

1,800	M-gal.	Sprinkling	$ 2.50	$ 4,500.00
1.47	miles	Preparation of Base	300.00	441.00
510	cu. yds.	3/4" - 0 Rock in Binder Course	3.25	1,657.50
80	tons	RC-3 Asphalt	40.00	3,200.00
26	tons	RS-1 Asphalt	40.00	1,040.00
16,000	tons	Class "B" Asphaltic Concrete	4.70	75,200.00
84	tons	150-200 Asphalt	38.00	3,192.00
800	cu. yds.	Aggregates in Pavement Seal	4.00	3,200.00
106	cu. yds.	Furnishing and Placing Aggregates	4.00	424.00
770	lin. ft.	Asphaltic Concrete Traffic Markers	1.00	770.00
				$248,135.00
		Subtotal		$430,050.00
		10% Engr. & Cont.		43,005.00
		Total		$473,055.00

Length of Roadway	2.677 miles
Length of 2 Structures	0.012 mile
Total Length	2.689 miles
Cost of Roadway per Mile	$176,710.87

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
2 Lane Roadway	$971,616.25	$583,102.00	$388,514.25
4 Lane Roadway	473,055.00	283,898.00	189,157.00
	$1,444,671.25	$867,000.00	$577,671.25

December 1, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached hereto, for your files, one copy of executed project agreement for the following projects:

BFI-161(24)
BFI-161(25)

Very truly yours,

C. G. Polk
District Engineer

RECEIVED
DEC 1 1955
OREGON
STATE HIGHWAY COMMISSION

files

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 3, 1957

[illegible] 4357

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4359	18-Final	Max J. Kuney Company

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
9688	H-180070	$ 25,[illegible].09	5/3/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1955

Time Extensions: Sept. 20, 1956

Completion Date: Sept. 20, 1956

Date Accepted: Dec. 17, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: May 6, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
H. B. Glaisyer
ass't. Secretary

NOTED ON CARD
em

Warrant Mailed: MAY 7 1957

Ruth Rawlings

RECEIVED
APR 26 1957
FOR FILING

4359

MAX J. KUNEY COMPANY
CONTRACTORS
EXECUTIVE OFFICE NORTH 120 RALPH
SPOKANE, WASHINGTON
MEMBER
ASSOCIATED GENERAL CONTRACTORS OF AMERICA

April 24, 1957

Mr. Silas Timothy Cooper
Deputy State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Cooper:

I wish to thank you for your letter of April 17, 1957 outlining the reasons for the change in the quantity of structure excavation as allowed on Estimate No. 18 and Final on Contract No. 4359.

We have accordingly signed the final estimate on that project and returned it to Salem this date.

Very truly yours,

MAX J. KUNEY COMPANY

Max Kuney jr.

Max Kuney, Jr.

MK:ed

RECEIVED
APR 25 1957
OREGON
STATE HIGHWAY COMMISSION

Copy to Mr. Probert

RECEIVED
APR 24 1957
FOR FILING

4307

April 17, 1957

Max J. Kuney Company
North 120 Ralph St.,
Spokane, Washington

Attention: Max Kuney, Jr.

Gentlemen:

Reference is made to your letter of April 11, 1957, regarding reduction in quantities of structural excavation under Price Agreement No. 2, final estimate on Contract No. 4359.

The quantity of 2,299.5 cubic yards allowed on Estimate No. 15 was based on trench width of 2.8 feet. The total length of 6" pipe placed under Price Agreement No. 3 was 6,741 lin. ft.

The General Specifications, issue of May 1, 1954, which are a part of this contract, provide in Section 2.4.3, Pay Excavation for Earthwork, that:

> "In connection with excavation for pipe culverts, pipe siphons, pipe drains and tile drains, pay excavation shall be limited to excavation of specified or required depth and within vertical planes not farther apart than 2 feet plus the inside diameter or width of the pipe, tile or culvert."

The allowable width for pay excavation for 6" pipe is, accordingly, 2.5 feet instead of 2.8 feet allowed by the engineer. Computing the excavation on the basis of 2.5 feet width, instead of 2.8 feet width, results in a reduction of 226.6 cubic yards, or, 2,072.9 cubic yards instead of 2,299.5 cubic yards.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:er

Copy to Mason

M[illegible] J. KUNEY COMP[illegible]Y
CONTRACTORS
EXECUTIVE OFFICE NORTH 120 RALPH
SPOKANE, WASHINGTON

MEMBER
ASSOCIATED GENERAL CONTRACTORS
OF AMERICA

April 11, 1957

REFERRED TO
C. H. MAISON Auditor

Oregon State Highway Dept.
Accounting Division
State Highway Division
Salem, Oregon

Gentlemen:

In checking Estimate No. 18 and Final on Contract No. 4359, we note under Item PA No. 2, "Structure Excavation" a reduction in quantity amounting to $679.80 in dollar value.

This work was completed in early July of 1955 and allowance of 2,300 cubic yards of structure excavation was made on Estimate No. 3 covering work done through July 10, 1955. Upon recheck when the project neared completion, a revised quantity of 2,299.5 cubic yards was arrived at and allowed on Estimate No. 15 covering work done to September 10, 1956. The final estimate reduced the quantity to 2,072.9 cubic yards without explanation or detail being furnished.

Inasmuch as we were under the impression that the quantity shown on Estimate No. 15 referred to above was a rechecked and virtually final quantity, we would appreciate your furnishing explanation and detail as to the basis of quantity reduction on the final estimate for this item.

A reply at your early convenience will be appreciated so that we may secure release of the balance finally determined to be due at as early a date as possible.

Yours very truly,

MAX J. KUNEY COMPANY

Max Kuney, Jr., Vice Pres.

MK:ed

REFERRED TO
Robert
By Ass't. Construction Engineer

71

W. C. Williams

RECEIVED

FOR FILING

Goshen-Cottage Grove Section
Contract No. 4359

BFI-161 (24)

4359

FINAL COST ANALYSIS

Paving
Max J. Kuney Co., Inc., Contractor
G. L. Decker, Resident Engineer

April 12, 1957
Pacific Highway
Prefix: 20-1008
Project No. BFI 161 (24)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Drainage Excavation	76	Cu. Yd.	$ 3.00	$ 2.33	$ 177.37	$ 228.00
Excava. & Place Topsoil	3,866	Cu. Yd.	1.25	1116	4,488.73	4,832.50
12" Corr. Metal Pipe	80	Lin. Ft.	4.00	2.93	234.23	320.00
Salvage Culvert Pipe	240	Lin. Ft.	2.00	1.55	372.84	480.00
Concrete Catch Basins	3	Each	100.00	100.00	300.00	300.00
Concrete Curbs	36.39	Cu. Yd.	45.00	45.00	1,651.05	1,651.05
Concrete in Islands	38.2	Cu. Yd.	40.00	40.00	1,528.00	1,528.00
1¼" Elec. Conduit	1,221.9	Lin. Ft.	.95	.95	1,160.81	1,160.81
1½" Elec. Conduit	90	Lin. Ft.	1.25	1.25	112.50	112.50
Selected R/B Topping	73,742	Cu. Yd.	.40	.38	28,255.39	29,496.80
Hauling R/B Topping	156,376	Yd.Mile	.15	.136	21,322.04	23,456.40
Crusher Run Mat'l in Base	176,887.5	Cu. Yd.	1.00	1.00	177,233.48	176,887.50
3/4"-0 Mat'l in Base and Shoulders	103,079	Cu. Yd.	1.30	1.29	133,060.76	134,002.70
Sprinkling	11,572.852	M/gal.	2.00	1.76	20,352.73	23,145.70
SS-1 Asph. in Sprinkling	210,833	Gal.	.18	.17	36,604.03	37,949.94
Class "B" Asph. Conc.	76,625.445	Ton	4.30	4.42	338, 779.02	329,489.41
RS-1 Asph. in Tack Coat	18.35	Ton	45.00	41.96	770.13	825.75
Furn & Place Agg.	4,137	Cu. Yd.	4.00	3.86	15,952.04	16,548.00
Furn & Place 150-200 Asphalt	351.46	Ton	40.00	38.38	13,490.82	14,058.40
Furn & Place RS-1 Asph.	88.61	Ton	40.00	38.13	3,379.43	3,544.40
Asph. Conc. Traffic Markers	3,259.6	Lin. Ft.	1.00	.79	2,564.09	3,259.60
PA #1 18" Concrete Pipe	339	Lin. Ft.	4.50	3.62	1,225.93	1,525.50
PA #1 Drainage Excavation	109.7	Cu. Yd.	3.00	2.50	275.25	329.10

Contract No. 4359

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #2 6" Perf. Metal Drain Pipe, Uncoated	5,652	Lin. Ft.	$ 1.40	$ 1.27	$ 7,209.53	$ 7,912.80
PA #2 6" Perf. Metal Drain Pipe, Coated	1,089	Lin. Ft.	1.50	1.34	1,462.72	1,633.50
PA #2 Struc. Exca.	2,072.9	Cu. Yd.	3.00	2.37	4,906.16	6,218.70
PA #2 Sand Backfill	1,132	Cu. Yd.	4.45	3.52	3,981.02	5,037.40
PA #2 Crusher Run Mat'l in Backfill	1,470	Cu. Yd.	1.00	1.00	1,465.69	1,470.00
PA #4 Extra Haul on 2½ Rock in Base	46,889	Yd. Mile	.15	.12	5,554.73	7,033.35
PA #5 SS-2 Asph. Emuls. in Seal	4,075	Gal.	.26	.22	908.94	1,059.50
PA #6 Extra for Additive in Asphalt Mix	315.07	Ton	7.80	7.06	2,224.34	2,457.55
PA #7 General Excavation	3,907	Cu. Yd.	.75	.61	2,389.33	2,930.25
PA #7 Structural Exca.	4.9	Cu. Yd.	3.00	2.52	12.34	14.70
PA #7 18" Concrete Pipe	39	Lin. Ft.	4.00	2.91	113.55	156.00
PA #7 Selected Roadbed Top	1,166	Cu. Yd.	.60	.48	555.33	699.60
PA #7 Hauling R/B Topping	4,664	Yd. Mile	.20	.18	832.36	932.80
PA #7 3/4-0 Mat'l in Level Crse. & Shoulders	190	Cu. Yd.	3.00	2.38	451.74	570.00
Force Account					29,775.29	32,640.55
Repair Unfinished and/or Unsatisfactory Spots in Pavement, as per Attached Statement						- 429.71
					$865,133.74	$875,469.05

Gross Revenue	$875,469.05
Total Cost	865,133.74
Net Profit	$ 10,335.31

Net Profit Equals 1.2% of Gross Revenue

Goshen-Cottage Grove Section
Contract No. 4359

DETAIL OF COSTS

Labor:

Supervision	$ 23,400.00	
Labor	334,146.17	
Labor Insurance	31,464.06	
Health and Welfare	12,610.00	
		$401,620.23

Materials:

8" Perf. Metal Drain Pipe		180'	At	$ 1.65	$ 297.00	
8" Perf. Metal Bands		6	"	1.53	9.18	
12" Corr. Metal Pipe		80'	"	1.82	145.60	
12" Corr. Metal Bands		3	"	1.82	5.46	
6" Perf. Metal Drain Pipe, Uncoated		5,652'	"	.77	4,352.04	
6" Perf. Metal Bands		300'	"	.80	240.00	
6" Perf. Metal Drain pipe, Coated		1,010'	"	.83	838.30	
6" Perf. Metal Bands		51	"	.95	48.45	
SS-1 Emuls, Inc. Freight	210,833	Gal.	"	.115	24,245.80	
150-200 Asph, Inc. Frt.	351.45	Ton	"	28.10	9,875.75	
RS-1 Asph, Inc. Freight	106.96	Ton	"	30.48	3,260.14	
85-100 Asph., Inc. Frt.	4,598	Ton	"	28.10	129,203.80	
SS-2 Emul., Inc. Freight	4,075	Gal.	"	.125	509.38	
Materials used in Force Account					1,955.75	
Additive Used in Asph. Mix					2,047.95	
						$177,721.16

Equipment Rentals and Misc. Supplies:

Equipment Rental, Owned	$193,594.37	
Equipment Rental, Hired	430.95	
Gas, Oil, and Grease	31,933.00	
Bond	5,252.81	
P.U.C.	1,277.95	
P.L. and P.D. Insurance	5,020.25	
Heating Oil	12,643.29	
Small Tools and Misc. Supplies	4,755.95	
Paid for Concrete and Conduit Work	4,752.36	
Freight and Cartage	2,030.18	
Home Office and General Overhead	24,101.24	
		$285,792.35
		$865,133.74

Goshen-Cottage G[illegible] Unit
Contract No. 4359

Remarks:

This was a Federal Aid Bond Project calling for the paving of 14.07 miles of highway roadbed on the Goshen-Cottage Grove Unit of the Goshen-Divide Section of the Pacific Highway in Lane County.

The contract was bid and awarded March 2, 1955, work started April 18, 1955, and the project completed September 20, 1956.

The contractor started moving in equipment and building a work shop and office, and started erecting the rock crushing plant at the Creswell gravel pit and had the crushing plant ready to operate on May 27, 1955.

The contractor started hauling roadbed topping May 9 from the Creswell pit, using one 2½-cubic yard N.W. shovel with dragline, seven 14-cubic yard bottom dump Euclid trucks, two #12 cat graders, and one roller. Very good progress was made on the topping, realizing a profit.

He started crushing the crusher-run material June 3, 1955, then closed down to install washing equipment to wash the gravel. This required two to three days. After the crushing plant resumed operation the contractor ran the equipment two 9-hour shifts with good production. A total of approximately 344,095 cubic yards of gravel was crushed in 2,328 hours for an average of 148 cubic yards per hour. The contractor had three plant setups: the first at Station 280, the second at Station 510, and the third setup at Station 680. The crushing plant was moved to the gravel pit at Station 510 between September 17 and September 24 and started crushing September 26, 1955. They crushed at this site until high water washed out their haul road and damaged their plant to the extent that it required four weeks to repair. When the plant was repaired it was moved and erected at Station 680 and the balance of the gravel was crushed from this setup. No profit was realized on the crushing due to the high water and the damage to the crushing plant.

The contractor moved in and set up his continuous mix Barber Greene paving plant at Station 280 and started paving on August 26, 1955. Due to inclement weather, he had low production. Paving was stopped for the winter on October 21, 1955. Paving was resumed April 26, 1956. He completed paving from this setup on May 22, 1956. The paving plant was moved and erected at Station 510 and paving started June 4, 1956 and was completed on July 31, 1956. A total of 76,625 tons of Class "B" asphaltic concrete was mixed and laid in 773 hours for an average of approximately 100 tons per hour, which was low production for this type of paving plant.

The contractor had low bid prices, good equipment, good supervision, but due to the inclement weather and the repairing of the damaged crushing plant had only a small profit.

M. N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
MAR 12 1957
FOR FILING

BFI-161 (24

4359

March 12, 1957

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4359 for paving on the Goshen-Cottage Grove Unit, Goshen-Divide Section of the Pacific Highway in Lane County was completed by the contractor, Max J. Kuney Co., on September 20, 1956 and was formally accepted by the Highway Commission on December 17, 1956.

Final payment in the amount of $25,565.09 will be released to the contractor on or after March 22, 1957. The total contract amount is $875,469.05, of which amount $32,640.55 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

FORM E-120 5M REVISED 2-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
DEC 28 1956
FOR FILING

[illegible]

4359

December 28, 1956

Max J. Kuney Company
120 N. Ralph St.
Spokane, Washington

Gentlemen:

The State Highway Commission at its meeting held on December 17 had under discussion your request for an extension of time from October 31, 1955 to September 20, 1956 within which to complete your contract No. 4359, for paving on Goshen-Cottage Grove Unit, Goshen-Divide Section of the Pacific Highway in Lane County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Frank Morgan,
Division Engineer

Geary Worth,
Resident Engineer

Tom Edwards,
Construction Engineer

RECEIVED
DEC 13 1956
FOR FILING

[illegible]

4397

December 12, 1956

Oregon State Highway Commission

Request for extension of time
No. 25
December 17 and 18 meeting

Gentlemen:

Herewith is a request from Max J. Kuney Company for an extension of time on the Goshen-Cottage Grove Unit of the Goshen-Divide Section, Paving Contract No. 4399, from October 31, 1955 to September 30, 1956.

Failure of the grading contractor to complete his work materially delayed the paving contractor, and the extremely heavy rains in December of 1955 completely flooded the gravel pit operations and necessitated the dismantling and overhaul of all equipment before work could be resumed. Another contributing factor to the overrun was due to the fact that nearly 50,000 cubic yards of additional fine material was needed to stabilize and set up the base rock.

The contractor prosecuted the project at all times to the best of his ability, and I recommend that the extension be granted without penalty. Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:of fn

RECEIVED
DEC 5 1956
FOR FILING

BFI-161(24)

4359

December 3, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Goshen-Cottage Grove Paving, Contract No. 4359, Oregon BFI-161 (24), from October 31, 1955 to September 20, 1956 to Max J. Kuney Company, contractor.

Failure of the grading contractor to complete his work materially delayed the paving contractor, and the extremely heavy rains in December of 1955 completely flooded the gravel pit operations and necessitated the dismantling and overhaul of all equipment before work could be resumed. Another contributing factor to the overrun was due to the fact that nearly 50,000 cubic yards of additional 3/4"-0 material was needed to stabilize and set up the base rock.

The contractor attempted to prosecute the project at all times to the best of his ability, and I recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc to: Tom Edwards

RECEIVED
DEC 3 1956
FOR FILING

BEI-161(24)

4359

November 23, 1956

Max J. Kuney Company
North 120 Ralph
Spokane, Washington

Attention: Mr. Max Kuney, Jr.

Gentlemen:

This is in reply to your letter of November 19 concerning payments on estimates 15 and 16 on Contract No. 4359 and the whereabouts of an extension of time.

We received a telephone call this morning from the Construction Engineer's office advising that the extension of time had been received in their office this morning and immediate steps would be taken to release your contract payments. These should be mailed to you today.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

FAQ:fp

NOTED
H. B. GLAISYER

MAX J. KUNEY COMPANY
CONTRACTORS
EXECUTIVE OFFICE NORTH 120 RALPH
SPOKANE, WASHINGTON

MEMBER
ASSOCIATED GENERAL CONTRACTORS
OF AMERICA

November 19, 1956

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Dear Sir:

This letter is with further reference to ours of November 14 and your reply of November 15, 1956 relative to payments on estimates 15 and 16 on contract No. 4359, Goshen-Divide Section.

Time extension application was countersigned by the resident agent of the surety on October 16, 1956 and forwarded direct to the Resident Engineer's office on that date per copy of the surety's letter of transmittal enclosed. We would appreciate your making a re-check in this matter to see if the documents have been delayed in handling in the residency office or whether they were lost in the mail. If you find they were lost in the mail please advise and we will immediately submit duplicate applications through the surety. If you find the documents have been delayed in handling in the residency office we would appreciate your every effort to expedite their movement through channels so that our estimate may be placed in line for payment.

Yours very truly,

MAX J. KUNEY COMPANY

Max Kuney jr

Max Kuney, Jr.

MK:ed
encl.

RECEIVED
NOV 20 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 16 1956
FOR FILING
[illegible]
[illegible]

November 15, 1956

Max J. Kuney Company
North 120 Ralph
Spokane, Washington

Attention: Mr. Max Kuney, Jr.

Gentlemen:

We have your letter of November 14 concerning payments on contract estimates No. 15 and 16 for work performed on the Goshen-Divide Section, Contract No. 4359.

Inquiry was made as to why these estimates for work performed to September 10 and to October 10 have not been paid. We are advised that the extension of time we have extends only to August 15 whereas the contract was completed on September 20, 1956. We are also informed that upon receipt of the second request for an extension of time the estimates will be placed in line for payment.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

MAX J. KUNEY COMPANY
CONTRACTORS
EXECUTIVE OFFICE NORTH 120 RALPH
SPOKANE, WASHINGTON

MEMBER
ASSOCIATED GENERAL CONTRACTORS
OF AMERICA

November 14, 1956

Oregon State Highway Dept.
Salem
Oregon

Subject: Payment Estimates Contract 4359
Goshen-Cottage Grove Unit, Goshen-Divide Section

Gentlemen:

On subject contract estimates No. 15 and 16 aggregating $36,094.87 for work performed through September 10 and October 10, 1956, respectively, have been signed and returned weeks ago but no payment has been received to date.

We would appreciate your checking into this matter and advising if some irregularity exists which is delaying payment or, if not, when payment may be expected.

Thanking you for your earliest convenient attention to this matter.

Yours very truly,

MAX J. KUNEY COMPANY

Max Kuney jr.

Max Kuney, Jr.

MK:ed

REFERRED TO [illegible]
BY SECRETARY

RECEIVED
NOV 15 1956
OREGON
STATE HIGHWAY COMMISSION

File
Creswell

October 16, 1956

Mr. Gilmore Decker, Resident Engineer
Oregon State Highway Department
P.O. Box 237
Cottage Grove, Oregon

Re: Max J. Kuney Company, Inc. to
Oregon State Highway Commission
Eugene-Cottage Grove Unit
Contract No. 4399

Dear Sirs:

Attached please find original and four copies of Consent of Surety for Extension of Time on the captioned contract which have been properly executed.

Yours very truly,

UNITED PACIFIC INSURANCE COMPANY

[illegible]
Bond Department

hk
cc: Max J. Kuney

RECEIVED
NOV 23 1956

FOR FILING
BFI-161 (24)
4359

November 21, 1956

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Dept.
Medical Arts Bldg
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Max J. Kuney Co. on contract No. 4359, covering Paving on the Goshen-Cottage Grove Unit, Goshen-Divide Section of the Pacific Highway in Lane County. This payment, in the amount of $29,369.45 will be released to contractor on or after December 1, 1956. The retained percentage is $26,285.69.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

VH

cc - United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland, Oregon (4)

NOTED ON CARD
11-21-56

RECEIVED
NOV 16 1956
FOR FILING
BFI-161(24)
4359

Salem, Oregon
November 15, 1956

Contract No. 4359
Increase in
Authorization

Mr. Geary Worth
Resident Highway Engineer
Cottage Grove, Oregon

This is to advise you that the Highway Commission, at its last meeting, approved an increase of $83,000.00 in project authorization for Contract No. 4359, Goshen-Cottage Grove Unit, Goshen-Divide Section, in Lane County.

The new project authorization is $988,146.88. This amount should be used in all future reports.

Very truly yours,

S. H. Probert
Office Engineer

SHP:lw

CC: F. B. Morgan

Form E-1—10M—6-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

No. 79

BFI-161(24)

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 20, 1956

Section Goshen-Cottage Grove Unit, Goshen-Divide

Kind of work Paving

Highway Pacific

Section prefix 20-1008

Contractor Max J. Kuney

Contract number 4359

Date of contract March 2, 1955

Date of completion October 31, 1955

Date work started May 9, 1955

Estimated date of completion September 20, 1956

Project authorization $905,146.88

Exclusive of Engineering $840,780.88

Per cent of time elapsed 233%

Estimated cost of completed project, exclusive of engineering $902,935.93

Estimated per cent overrun ~~or underrun~~ 7.4%

Per cent of contract completed, based on total contract price 100%

Engineering authorization $64,366.00

Engineering cost to date $85,127.80, 132%

Date project was completed September 20, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi-Final estimate has been completed and will be submitted to the Division Office on Monday, the 22nd.

This is the Final Report. Project records turned over to Geary Worth at Cottage Grove.

NOTED
FORREST COOPER

Noted
M. N. Juve

NOTED
L. H. Young

NOTED
D. J. BARBEE

RECEIVED
OCT 22 1956
OFFICE OF
CONSTR

NOTED
C. E. PAULSEN

Signed S. L. Carker

Address Cottage Grove

V. WOLFE

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 96633

AC

	GRADING	SURFACING	MAI NANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		14.07		6.1	14.07
Miles partially completed		14.07		6.1	14.07
Miles completed		14.07		6.1	14.07
Total estimated quantities (contract)		313,500		3,650	77,000
Total quantities corrected to date		353,708		4,137	76,625
Estimated quantities moved or placed to date		353,708		4,157	76,625
Average daily quantities		Project completed September 20, 1956			
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
OCT 19 1956
FOR FILING

BFI-161 (C 4)

4359

October 19, 1956

Oregon State Highway Commission

Gentlemen:

Contract No. 4359 for surfacing and paving of the Goshen-Cottage Grove Section of the Pacific Highway has overrun the project authorization by 9.19 per cent, or $83,000. This overrun is primarily attributable to two causes which are:

(1) Need for elaborate subdrainage system in the vicinity of the Lund Undercrossing.

(2) Additional surfacing materials required to stabilize the grade to compensate for latent unstable soils encountered.

In view of the above, it is requested that you authorize an additional $83,000 for use on this project.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards

LHY:jc fn

A

RECEIVED
SEP 25 1956
FOR FILING

BFI-161 (24)
4359

September 24, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 20, 1956, on Contract No. 4359, Goshen—Cottage Grove Unit, Goshen-Divide Section, in Lane County, in connection with Federal Aid Project No. BFI-161(24).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc: John Cattrall

[illegible]

A

RECEIVED
JUN 27 1956
FOR FILING

RF I-161(24)
4257

June 25, 1956

Oregon State Highway Commission

Gentlemen:

The contract for paving U.S. 99 Freeway between Goshen and Cottage Grove was let two years ago, and at that time we were not including sealing of the pavement in the original contract. Upon the recommendation of Mr. Baldock this policy was adopted in 1955, and the sealing of all new pavements is now included in the original contract.

We feel it necessary, in order not to risk danger of pavement failure, to seal the Goshen-Cottage Grove Section as soon as the pavement is completed, which will be in August. The estimated cost is $[illegible], and this matter is being placed on the agenda to confirm verbal approval of Commissioners Chandler and Reynolds to take bids for the sealing at the July meeting.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

WCW:mm

cc Mr. S. H. Probert
Mr. Forrest Cooper
Mr. O. H. Maison

RECEIVED
MAY 28 1956
FOR FILING

W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1956

SUBJECT: Plan for Change in Jiggle-bar Design
Goshen Interchange
Goshen-Cottage Grove Section
Pacific Highway
Contract No. 4359

To: Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

I am forwarding herewith three sets of prints showing the revised jiggle-bar plan at the intersection of the Goshen frontage road with the Willamette Highway. This change has been directed by Mr. Baldock.

In addition to the above, shown on the sketch is an oak tree which the Traffic Department has requested be removed. I suggest you make a State Force Order to accomplish this.

Forrest Cooper
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:ep

Attach. 3

cc - Mr. F. B. Crandall
Mr. W. C. Williams

RECEIVED
MAY 24 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—[illegible]—11-[illegible]—[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 21, 1956

SUBJECT: Plan for Change In Jiggle-bar Design
Willamette Highway at Mathews Road
(Goshen Interchange)

To L. H. Young
Assistant Construction Engineer
Office

As discussed between us this date, I hand you herewith 6 sets of a plan of revision of jiggle-bars along ORE58 in the vicinity of Mathews Road. Mr. Baldock has requested this change as a result of Mr. Crandall's letter of April 30 to him, copy attached .

In transmitting this plan to the field, might say that we have dimensioned the drawing with respect not only to the centerline of the Willamette Highway, but to the centerline of Mathews Road as well, feeling that these points would be easier for your field engineers to control on than would the Engineer Stationing.

I also call your attention to the oak tree shown on the sketch which restricts sight distance. This has been discussed with Mr. Astrup and he is agreeable to its' removal.

J. Al. Head
Assistant Traffic Engineer

CC: R. H. Baldock
G. S. Paxson

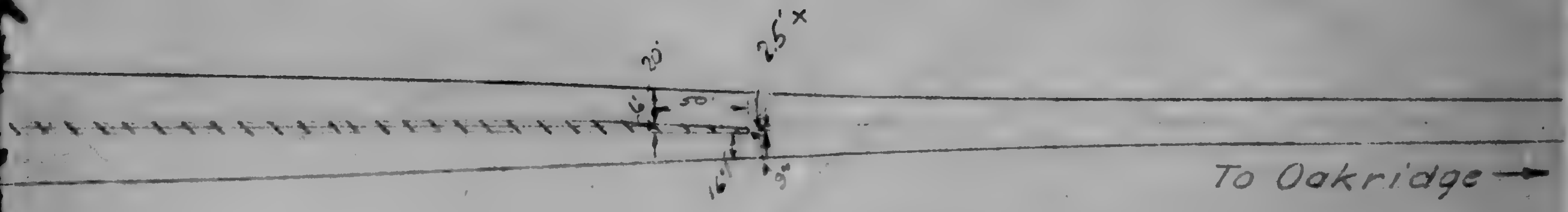
Attachments

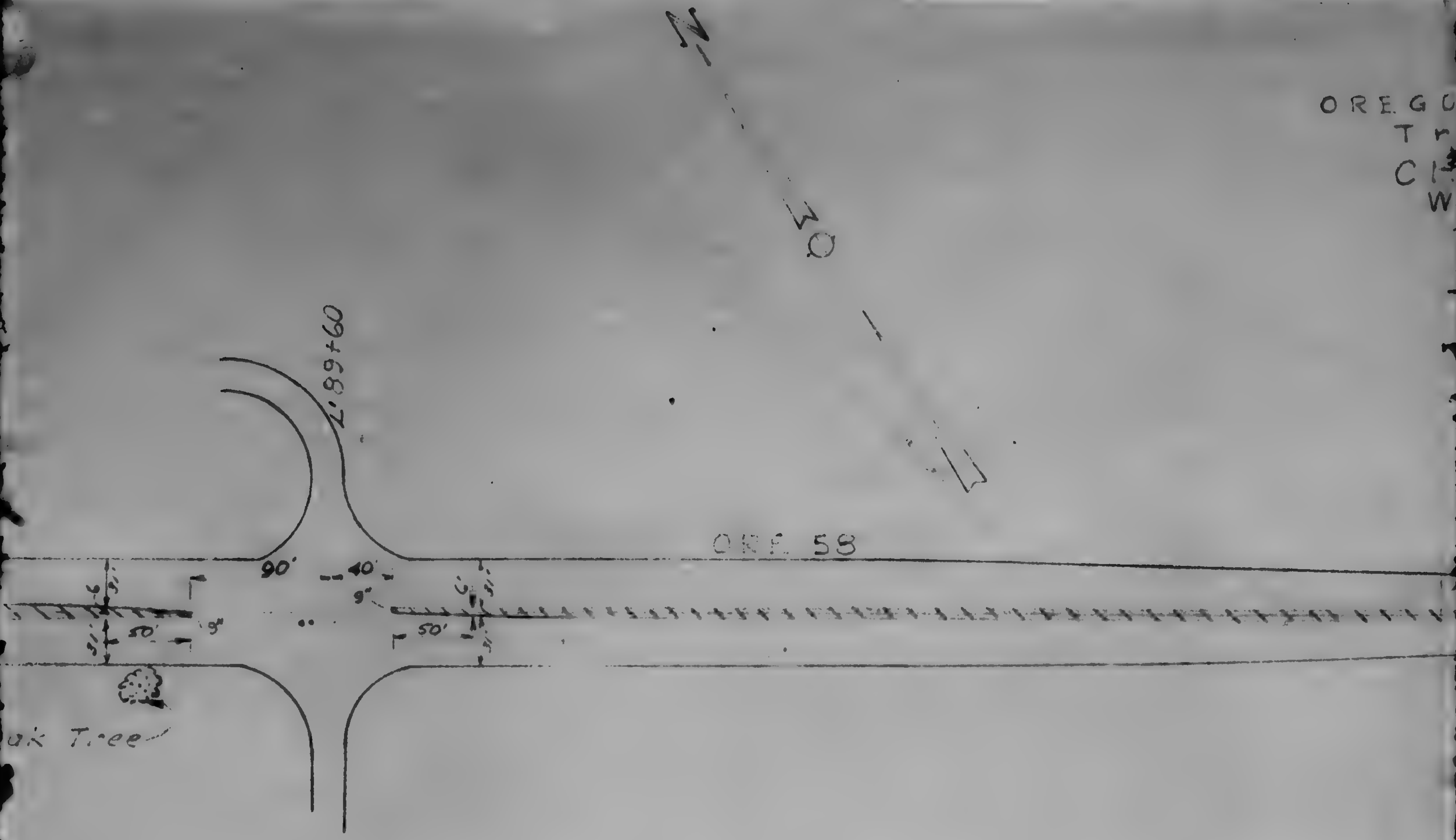
JAH:njs

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

CHANNELIZATION REVISION

Willamette Highway Connection – Mathews Rd.
GOSHEN INTERCHANGE
Scale: 1" = 100'   May, 1956





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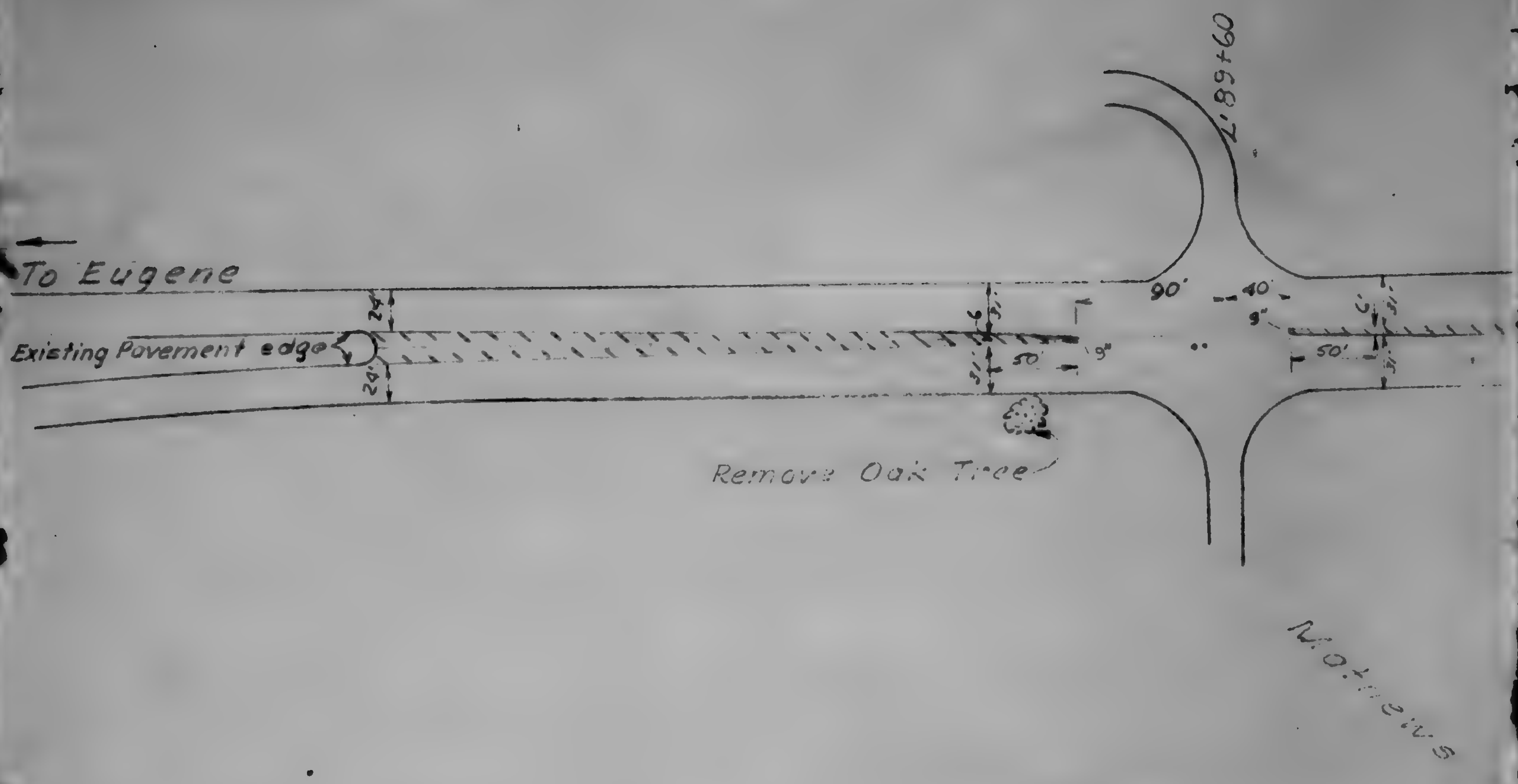
To Eugene
Existing Pavement edge
9"
9"
Remove Oak Tree
09+68.7
Mathews R

RECEIVED
JAN 3 1956
FOR FILING

FORM E-30X—50,000—10-54—79484

4351

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 28, 1955

SUBJECT: Goshen-Cottage Grove Unit
Pacific Highway
Contract No. 4359

To:

Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Reference is made to Laboratory Report No. 381439, dated December 21, 1955, showing a 2% excess of material passing the 3/4-inch screen for the 1¼"-3/4" oil aggregate being produced at the Jackson Bar plant.

This is a marked improvement over the laboratory reports dated December 9th, 12th and 16th, but still indicates the need for a very close inspection.

Will you please instruct the resident engineer to continue his close inspection of this phase of the contract, as the Jackson Bar is apparently very difficult to satisfactorily work.

Also, please have him mark samples taken after plant or pit operation changes so that it is clear they represent an improved product.

Forrest Cooper

Forrest Cooper
Construction Engineer

FC-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
OFFICE OF

OK

RECEIVED
DEC 27 1955

FOR [illegible]

RF1-121(24)
4359

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 23, 1955

SUBJECT: Goshen-Cottage Grove
Pacific Highway
Contract No. 4359

ROUTED
W C WILLIAMS

To:

Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Reference is made to Laboratory Reports 381272, 381276, and 381277, dated December 16, 1955 showing faulty gradation of the crushed gravel being produced under this contract.

Laboratory Report No. 381272 shows an excess of 7% passing the 3/4" for the 1¼"-3/4" crushed gravel.

Please have samples of crushed gravel produced after corrective action has been taken so marked that it is clear that they represent improved material.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
[illegible] 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 21 1955
FOR FILING

[illegible]
4357

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1955

SUBJECT: Goshen-Cottage Grove
Pacific Highway
Contract No. 4359

NOTED
W. C. WILLIAMS

To:

Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Reference is made to Laboratory Reports 381043 and 381048, dated December 9th and 12th, respectively; showing that there is an excess of from 11 to 19% passing the 3/4-inch screen for the 1¼"-3/4" crushed rock being produced. Also, the earlier report showed 6% deficiency in crushed material.

Will you please instruct the resident engineer to tighten up on this phase of the contract. Site or plant screening is suggested as a production control where the material being produced is not meeting specifications. Each resident engineer has a set of screens and these should be used for material production control.

Also, please have the resident engineer so mark his corrected samples that it is clear they represent improved material.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
DEC 20 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 28 1955
FOR FILING

BFI-61 (E-1)
11-28-[illegible]

November 25, 1955

Mr. Phillip J. Roth
710 Cascade Building
520 S. W. Sixth Avenue
Portland 4, Oregon

Dear Sir:

Max J. Kuney Company has a contract with the State Highway Department for paving the Goshen-Cottage Grove Unit on the Pacific Highway in Lane County. It may be that Mr. Kuney's forces were performing the excavation work near the Goshen intersection, as mentioned in your letter of November 23. Max J. Kuney Company's address is 120 N. Ralph Street, Spokane, Washington. If the operations mentioned were not conducted by the contractor, they may have been maintenance operations under the supervision of Mr. D. J. Sage, Maintenance Superintendent, State Highway Department, 389 Park, Eugene, Oregon.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

F.Q.

asst Secretary

FAQ:fp

Mas J. Kenney
4359

PHILLIP J. ROTH
ATTORNEY AT LAW
710 CASCADE BUILDING
530 S. W. SIXTH AVENUE
PORTLAND 4, OREGON

CAPITOL 2-1836

November 23, 1955

State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

On Highway 99W approximately 7 miles south of Eugene in the vicinity of the Goshen intersection there was certain excavation work being done adjacent to the highway on October 31st last. There were barriers placed in this area where this work was being performed.

I wish to know whether this construction activity was being done by a private contractor and if so the name and address of that individual or firm. If not, what department of our state government was performing this particular job and under whose immediate supervision.

Thank you for your cooperation.

Very truly yours,

Phillip J. Roth
Phillip J. Roth

PJR:LM

RECEIVED
NOV [illegible] 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 9 1955
FOR FILING

ON

FORM E-20X 37½ 2-54 73780

(91)

4351

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 8, 1955

SUBJECT: Goshen-Cottage Grove
Pacific Highway
Contract No. 4359

NOTED
W. C. WILLIAMS

To:

Mr. Tom Edwards
Division Engineer

Reference is made to Laboratory Report 379362, dated November 4, 1955, in which both the portion retained on the 3/8-inch screen, and the part passing the ¼-inch screen fail to meet our required specifications. There is an excess of 12% retained on the 3/8-inch screen and a deficiency of 9% passing the ¼-inch screen.

This is approximately the same variation from our gradation requirements, as was shown on Laboratory Report 378910, dated October 26th. While this is the only report out of five dated on November 4th, that does not comply with our specifications, it indicates closer watch must be made of the plant and pit operation.

Will you please instruct the resident engineer to have this done and material submitted for test, marked to show that it represents the improved stone base course material.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 1 1955
FOR FILING

FORM E-30X 87½ 3-54 73730

[illegible]
4351

ON

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1955

SUBJECT: Goshen-Cottage Grove
Pacific Highway
Contract No. 4359

To:

Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Reference is made to Laboratory Report 378910, dated October 26th, showing variations in gradation outside the requirements set up on page 137 of the Special Provisions.

While this is only one out of five samples taken this date, closer inspection appears to be required as the variation of +8% on the 3/8-inch screen and -8% on the 1/4-inch screen does not fit our specifications.

It is suggested, that plant site screening, if not already being done by the resident engineer, would be one means of assisting the contractor in producing consistently satisfactory material.

Please instruct the resident engineer to make any samples taken after corrective action in such a manner that it is clear that they represent a result of a change in plant or pit operations, or sampling procedure.

Very truly yours,

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams ✓
Ray Webber

RECEIVED
OCT 31 1955
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT [illegible] 1955
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[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 11, 1955

SUBJECT: Goshen-Cottage Grove
Pacific Highway
Contract No. 4359

To:
Mr. Tom Edwards
Division Engineer

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Tests 377323, 377325 and 377326, dated October 6, 1955. While only these 3 samples out of 15 taken the same time failed to meet our specifications, it would appear that closer inspection of base surfacing production can result in 100% of the material meeting our specifications.

Will you please inform the resident engineer that his inspection of this phase of his work should be tightened up.

Samples of Base Surfacing submitted after the corrective measures have been taken should be marked so as to indicate that they have been taken after a corrective action.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams ✓
Ray Webber

Form H-61--[illegible]--10-[illegible]

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

NOTED
W. C. WILLIAMS

LABORATORY REPORT

Prefix No. 20-1008
County Lane
F. A. Project No. BFI-161(24)
Date reported Oct. 6, 1955

Project Goshen-Cottage Grove
Highway Pacific
Contractor Max J. Kuney Co., Inc.
Submitted by G. L. [illegible] Decker
Contract No. 4359

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Jackson Bar, right of Sta. 510.
Sampled at Sample # 2
Date received Oct. 4, 1955
Quantity represented 1000 c.y.

To be used Base Surfacing
Sampled by H. G. Hobson

TEST RESULTS

Type of material Crushed Gravel
Screen opening: To ¼": Sq. ; ¼" and below: Square:

Laboratory No. 377323
Data Sheet No. A-12500

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	3.0	3.0	
1½	9.3	12.3	
1	22.9	35.2	
3/4	6.4	41.6	
½	8.0	49.6	
¼	11.0	60.6	
10	16.5	77.1	
40	12.7	~~89.9~~ 89.8	
Pass	10.2	10.2	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines %
Manufactured fines %
Plasticity index: Natural fines 7 %
Manufactured fines %
Liquid limit: Natural fines 28
Manufactured fines

% Crushed 0%.

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:

- X Bureau of Public Roads
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- X Division Engineer Edwards
- X Resident Engineer Decker
- Dist. Maint. Supt.
- Foreman
- X Geology and Soils
- X Files
- X W. C. Williams
- X Unger

Engineer of Materials

State Printing [illegible]

Form E-61—30M—10-54

NOTED
W. C. WILLIAMS

O GON STATE HIGHWAY DEPARTM
Materials Division

LABORATORY REPORT

Prefix No. 20-1008
County Lane
F. A. Project No. BF1-161(24)
Date reported Oct. 6, 1955

Project Goshen-Cottage Grove
Highway Pacific
Contractor Max J. Kuney Co., Inc.
Submitted by O. L. Decker
Contract No. 4359

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Jackson Bar. right of Sta. 510. Sampled at Sample # 4
Date received Oct. 4, 1955
Quantity represented 1000 C.Y.
To be used Base Surfacing
Sampled by J. C. Hohmann

TEST RESULTS

Type of material Crushed Gravel
Screen opening: To ¼": Sq.; ¼" and below: Square:

Laboratory No. 377325
Data Sheet No. A-12500

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	4.1	4.1	
1½	17.1	21.2	
1	23.4	44.6	
3/4	8.6	53.2	
½	8.6	61.8	
¼	10.4	72.2	
10	11.1	83.3	
40	7.4	90.7	
Pass	9.3	9.3	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines %
Plasticity index: Natural fines 8 %
Manufactured fines %
Liquid limit: Natural fines 29 %
Manufactured fines

% Crushed. OK.

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
X Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Edwards
X Resident Engineer Decker
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X W. C. Williams
X Unger

Engineer of Materials

State Printing 79085

Form E-61—30M—10-54

O GON STATE HIGHWAY DEPARTM
Materials Division

LABORATORY REPORT

NOTED
W. C. WILLIAMS

Project	Goshen-Cottage Grove		Prefix No.	20-1008
Highway	Pacific		County	Lane
Contractor	Max J. Kuney Co., Inc.	Contract No. 4359	F. A. Project No.	FI-161(24)
Submitted by	G. L. Decker		Date reported	Oct. 6, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: Jackson Bar, right of Sta. 510.

Sampled at: Sample # 5

To be used: Base Surfacing

Sampled by: W.C. Hohmann

Date received: Oct. 4, 1955

Quantity represented: 1000 c.y.

TEST RESULTS

Laboratory No. 377326

Data Sheet No. A-12500

Type of material: Cr. Gravel

Screen opening: To ¼": Sq.; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	4.3	4.3	
1½	11.3	15.6	
1	24.6	40.2	
3/4	8.4	48.6	
½	9.3	57.9	
¼	11.6	69.5	
10	12.8	82.3	
40	9.9	92.2	
Pass	7.8	7.8	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	7	%
Manufactured fines		%
Liquid limit: Natural fines	28	%
Manufactured fines		%

% Crushed. OK

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:

X Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Edwards
X Resident Engineer Decker
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X W. C. Williams
X Unger

Engineer of Materials

State Printing 79025

Form E-61—20M—10-54

FFI-161(24)

O GON STATE HIGHWAY DEPARTM T
Materials Division

LABORATORY REPORT

Project	Goshen-Cottage Grove		Prefix No.	20-1008
Highway	Pacific		County	Lane
Contractor	Max J. Kuney Co., Inc.	Contract No. 4359	F. A. Project No.	FI-161(24)
Submitted by	G. L. Decker		Date reported	Oct. 5, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Jackson Bar west of Sta. 510
Sampled at Destination
To be used Base Surfacing
Date received Oct. 3, 1955
Sampled by W. C. Holmann
Quantity represented 1000 c.y.

TEST RESULTS

Laboratory No. 377169
Data Sheet No. A-12498

Type of material Cr. Gravel
Screen opening: To ¼": Sq.; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	1.9	1.9	
1½	21.6	23.5	
1	20.2	43.7	
3/4	5.3	49.0	
½	6.8	55.8	
¼	8.7	64.5	
10	14.1	78.6	
40	15.3	93.9	
Pass	6.1	6.1	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines 9 %
Manufactured fines %
Liquid limit: Natural fines 30 %
Manufactured fines %
% Fractured OK.

NOTED
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample Is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
X Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Edwards
X Resident Engineer Decker
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X W. C. Williams
X Unger

Engineer of Materials

State Printing 79035

Form B-61—[illegible]—10-54

O GON STATE HIGHWAY DEPARTM T
Materials Division

LABORATORY REPORT

Project	Goshen-Cottage Grove			Prefix No.	20-1008
Highway	Pacific			County	Lane
Contractor	Max J. Kuney Co., Inc.	Contract No.	4359	F. A. Project No.	NFI-161(24)
Submitted by	G. L. Decker			Date reported	Oct. 5, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Jackson Bar west of Sta. 510

Sampled at Destination

To be used Base Surfacing

Sampled by W. G. Hohmann

Date received Oct. 3, 1955

Quantity represented 1000 c.y.

TEST RESULTS

Laboratory No. 57/170

Data Sheet No. A-12498

Type of material Cr. Gravel

Screen opening: To ¼": Sq.; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	3.7	3.7	
1½	8.4	12.1	
1	23.9	36.0	
3/4	10.0	46.0	
½	9.7	55.7	
¼	13.7	69.4	
10	15.0	84.4	
40	9.5	93.9	
Pass	6.1	6.1	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler

Specific gravity (Le Chatelier)

Unit weight, dry rodded, lbs. per cubic foot

Unit weight, loose, lbs. per cubic foot

Fineness factor

Sodium sulfate test, per cent loss

Asphalt stripping: Natural fines

Manufactured fines

Plasticity index: Natural fines 7 %

Manufactured fines %

Liquid limit: Natural fines 37 %

Manufactured fines %

% Fractured.

NOTED
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:

- X Bureau of Public Roads
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- X Division Engineer Edwards
- X Resident Engineer Decker
- Dist. Maint. Supt.
- Foreman
- X Geology and Soils
- X Files
- X W. C. Williams
- X Unger

Engineer of Materials

State Printing 79685

Form E-61—20M—10-44

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

F-I-161(24)

43-1

Project	Goshen-Cottage Grove		Prefix No.	20-1006
Highway	Pacific		County	Lane
Contractor	Max J. Kuney Co., Inc.	Contract No. 4399	F. A. Project No.	FI-161(24)
Submitted by	C. L. Decker		Date reported	Oct. 5, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material	Jackson Bar west of Sta. 510	Sampled at	Destination	Date received	Oct. 3, 1955
To be used	Base Surfacing			Quantity represented	1000 c.y.
Sampled by	M. C. Heimann				

TEST RESULTS

Type of material Cr. Gravel

Laboratory No. 377171

Data Sheet No. A-12498

Screen opening: To ¼": Sq. ; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	4.7	4.7	
1½	14.2	18.9	
1	21.6	40.5	
3/4	8.3	48.8	
½	9.5	58.3	
¼	14.8	73.1	
10	11.2	84.3	
40	10.1	94.4	
Pass	5.6	5.6	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		%
Plasticity index: Natural fines	12	%
Manufactured fines		%
Liquid limit: Natural fines	34	%
Manufactured fines		

% Fractured. OK

NOTED
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample [illegible] is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:

X Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Edwards
X Resident Engineer Decker
Dist. Maint. Supt.
Foreman
Geology and Soils
X Files
X
X W. C. Williams
X Larsen

Engineer of Materials

State Printing 79686

Form E-61—[illegible]—10-54

RFI-161(24)

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Goshen-Cottage Grove		Prefix No.	20-1008
			County	Lane
Highway	Pacific	Contract No. 4359	F. A. Project No.	RFI-161(24)
Contractor	Max J. Kuney Co., Inc.		Date reported	Oct. 5, 1955
Submitted by	G. L. Decker			

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Jackson Bar west of Sta. 510   Sampled at Destination

Date received Oct. 3, 1955

Quantity represented 1000 c.y.

To be used Base Surfacing

Sampled by W. C. Hohmann

TEST RESULTS

Type of material Cr. Gravel

Screen opening: To ¼": Sq.; ¼" and below: Square:

Laboratory No. 377172

Data Sheet No. A-17498

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	3.3	3.3	
1½	20.0	23.3	
1	16.4	39.7	
3/4	6.0	45.7	
½	7.7	53.4	
¼	11.2	64.6	
10	15.3	79.9	
40	14.6	94.5	
Pass	5.5	5.5	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler

Specific gravity (Le Chatelier)

Unit weight, dry rodded, lbs. per cubic foot

Unit weight, loose, lbs. per cubic foot

Fineness factor

Sodium sulfate test, per cent loss

Asphalt stripping: Natural fines

Manufactured fines %

Plasticity index: Natural fines 9 %

Manufactured fines %

Liquid limit: Natural fines 28 %

Manufactured fines

% Fractured, OK

NOTED
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

Engineer of Materials

TEST REPORT DISTRIBUTION:

X Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Edwards
X Resident Engineer Decker
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X W. C. Williams
X Unger

State Printing 79625

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OCT 4 1955
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BFI-72 I (2-1)

42-7

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 3rd, 1955

SUBJECT: Base Rock

To: Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Reference is made to the Goshen-Cottage Grove Section of the Pacific Highway in Lane County.

Your attention is directed to Laboratory No. 376613 which represents crusher-run gravel on the above project. This report indicates that there is an excessive amount of dirt or P.I. in the contractor's product.

It is imperative that specification control be maintained on all projects. Any relaxing of control on an individual project will affect the statewide program.

Please advise the contractor on the above project that his material production must meet the specifications.

Very truly yours,

Ray Webber
Ass't. Construction Engineer

cc to: W. C. Williams
H. G. Smith
G. L. Decker
H. S. Unger

RECEIVED
1955
[illegible]

Form E-61—20M—10-54

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O[illegible]ON STATE HIGHWAY DEPARTM[illegible]
Materials Division

LABORATORY REPORT

F.I.-161(2[illegible])

Project	Goshen-Cottage Grove			Prefix No.	20-1008
Highway	Pacific			County	Lane
Contractor	Max J. Kuney Co., Inc.	Contract No.	4359	F. A. Project No.	FI-161(24)
Submitted by	G. L. Decker			Date reported	Sept. 29, 1955

4357

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Jackson Bar. Rt. of Sta. 510, Goshen Cottage Grove

Sampled at Destination

Date received Sept. 27, 1955

Quantity represented

To be used Base Surfacing

Sampled by W. C. Hohmann

TEST RESULTS

Laboratory No. 376613

Data Sheet No. A-43525

Type of material Cr. Run Gravel

Screen opening: To ¼": Sq.; ¼" and below: Square: 18.1

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	1.5	1.5	
1½	12.8	14.3	
1	22.5	36.8	
3/4	7.9	44.7	
½	8.9	53.6	
¼	11.5	65.1	
10	14.1	79.2	
40	14.2	93.4	
Pass	6.6	6.6	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	2.60	
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines	8	%
Plasticity index: Natural fines		%
Manufactured fines	31	%
Liquid limit: Natural fines		%
Manufactured fines		

% Crushed. 60.6%

NOTED
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
X Construction Engineer
X Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer Edwards
X Resident Engineer Decker
X Dist. Maint. Supt.
Foreman
Geology and Soils
X Files
X W. C. Williams
X Unger
X

Engineer of Materials

State Printing 79625

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JUL 22 1955
FOR FILING

FORM E-80X

4359

W. C. WILLIAM

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 20, 1955

SUBJECT: Goshen-Cottage Grove
Paving, Contract #4359

To: Tom Edwards
Division Engineer

MEMO

Pursuant to your instructions, I went to Cottage Grove Tuesday, July 19th, and in company with Resident Engineer Decker contacted Tex Wiggenton and Max Kuney. I handed Mr. Kuney a letter confirming your instructions to him of last Thursday, July 14th, stating that he was to cease hauling with belly dump Euclids over the section of the subject named job, Goshen Interchange to Station 125.

I rode over this section, including the frontage road, with the gentlemen and made a detailed inspection of the same. The Resident Engineer and myself pointed out to them numerous areas which gave evidence of distress or subgrade failure. I told them that these areas would have to be dug out and fresh material placed in them where the underlying mud had squeezed up through the surfacing materials. They asked as to the method of payment for this work and I told them that after the areas were dug out that we would pay for those areas that showed an inferiour subgrade but they would be expected to do the digging out on the areas where it was obviously a result of their hauling activities. I also instructed the contractor that that section from Station 86 north to the Goshen Interchange would need an additional eight (8) inches of crushed material. He immediately raised the point that this 13,000 yards which would be required for this purpose was at the extreme limits of the haul and that he felt he should have additional compensation for this. I did not recognise this claim as being valid but told him that he could make a claim in writing and it would be referred to higher authorities for decision. The contractor informed me at this time that he would be three (3) more days on the 3/4"-0 crushing to cover all of the 2½"-0 lower base course materials now in place. He asked if we would permit the haul to this section between Goshen Interchange and Station 125 and continue with the 2½"-0 materials. I told him that we would not until these places that had shown distress were backfilled and that I was unable to tell at the moment that enough drying action would have taken place by that time for the roadbed to completely stabilise. He then asked what he should do.

Copy to
Williams

I told him that we would not direct his operations but, as a suggestion, believed it would be well to crush out his A. C. aggregate at this set up in the hope that in the completion of this operation the subgrade on the section referred to would have dried out enough to permit hauling operations on it. He directed our attention to the fact that in such event he would have to lay off a big portion of his street crew and that these men were hard to get and that he would expect some compensation for this. My reply was that we would not attempt to direct the manner in which he carried on the job or the scheduling of the various parts of the work. I did indicate to him that he would probably be able to use the Euclid belly dumps on the section in question after the subgrade had dired out. He indicated that if he had to haul the 2½"-0 material in hauling vehicles other than Euclids that he would have to have additional compensation for this as he had bid the job with their use in view. I did not recognize this claim as being valid basing our contention on the fact that he had to use such equipment as fit the job and weather conditions prevailing and in such a manner as not to be detrimental to the job.

L. H. Young
Ass't Division Engineer

LHY/ds
cc Forrest Cooper

RECEIVED
JUL 21 1955
FOR FILING

BFI-161(24)
4359

July 20, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order For Extra Work No. 2 covering the grading and obliteration of existing county roads and temporary crossings at Goshen Junction on the Goshen-Cottage Grove Unit, Goshen-Divide Section of the Pacific Highway in Lane County, Contract No. 4359, in connection with Federal Aid Project No. BFI-161(24).

This work is provided for in the special provisions of the contract as an "Extra Work Item".

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

Encl.

MCW:eh

RECEIVED
JUL 11 1955
FOR FILING

OREGON DISTRICT BFI 161(24)

4359

D

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

July 5, 1955

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

During the review of P. S. and E. documents for project BFI-161 (24), Cottage Grove-Divide Unit, Goshen-Divide Section of the Pacific Highway, it was noted that the full depth pavement will be extended 2 feet onto the 10 ft. shoulders on portions of the project and on other portions of the project the shoulders will be paved to a width of 4 feet with asphaltic concrete 2 inches thick.

It appears that this design has the effect of widening the driving lanes by 2 feet to 4 feet and by the same token the shoulder width is in effect being narrowed 2 to 4 feet. It has come to be recognized that on high type facilities 10 feet is the desirable minimum width required for disabled vehicles, emergency stops and traffic safety.

The A.A.S.H.O. Policy on Design of Rural Highways in discussing shoulder widths has this to say:

> "Desirably, a vehicle stopped on the shoulder should clear the pavement edge by at least a foot. If working space is needed, as for a tire change, a 2-foot space to the right outside is none too large. Thus, a usable width of 9 feet is desirable for passenger vehicles and 11 feet for trucks or busses. This has led to the adoption of 10 feet as the compromise shoulder width that should be provided along high type facilities."

Any design that permits or encourages moving traffic encroachment on that width is contrary to the intent and defeats the purpose of the standards proposed for this type of facility and the Interstate System in general.

We are not opposed to paving or bituminous treatment of shoulders. On the contrary, we favor this design if of adequate thickness to sustain emergency travel or parking. It is quite apparent, however, that in the absence of adequate delineation traffic will use paved portions of shoulders for travel, defeating the purpose for which shoulders are provided. It is noted that twenty-two States are now marking with a variation of the standard traffic stripe, the outside edge of travel lanes. Since they have proved to be effective in reducing accidents, it is believed this practice will come into more general use rather than to attempt delineation by contrasting texture.

It is suggested that some form of positive delineation be provided, preferably an outside stripe, at least as an experimental feature.

Very truly yours,

C G Polk

C. G. POLK
District Engineer

RECEIVED
JUL 6 1955
OREGON
STATE HIGHWAY COMMISSION

File

RECEIVED
JUN 23 1955
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

BFI-161 (24)
43-1

June 14, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for paving on the Cottage Grove-Divide Unit of Oregon Project BFI-161(24), Goshen-Divide Section of the Pacific Highway.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

File

REFERRED TO
Williams
State Highway Engineer
[illegible]
[illegible] the same

RECEIVED
JUN 24 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 10 1955
FOR FILING
BFI 161(24)

Form E-41

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Goshen-Cottage Grove	Prefix No.	20-1008
Highway	Pacific	County	Lane
Contractor 4359	Max J. Kuney Co., Inc.	F. A. Project No.	BFI-161(24)
~~Submitted by~~	J. L. Decker	Date reported	June 8, 1955

Contract No. 4359

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Hoagland Borrow

Sampled at

To be used Selected Roadbed Topping

Sampled by W. G. Hohmann

Date received June 6, 1955

Quantity represented 2000 c.y.

NOTED
W. C. WILLIAMS

TEST RESULTS

Laboratory No. 364671

Data Sheet No. A-43505

Type of material Gravel

Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
5	0	0	
4	13.2	13.2	
3	0.0	13.2	
2½	0.0	13.2	
2	6.6	19.8	
1½	13.2	33.0	
1	15.2	48.2	
3/4	7.6	55.8	
1/2	7.6	63.4	
1/4	7.9	71.3	
10	8.8	80.1	
40	12.3	92.4	
P40	7.6	7.6	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	10	%
Manufactured fines		%
Liquid limit: Natural fines	33	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Edwards
- x Resident Engineer Decker
- Dist. Maint. Supt.
- Foreman
- x Geology and Soils
- x Files
- x W. C. Williams

Engineer of Materials

State Printing 70828

RECEIVED
MAY 23 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

B.

LABORATORY REPORT

Project	Goshen-Cottage Grove			Prefix No.	20-1008
Highway	Pacific			County	Lane
Contractor	W. J. Kuney Co., Inc.	Contract No.	4359	F. A. Project No.	BFI-161 (24)
Submitted by	G. L. Decker			Date reported	May 18, 1955

BFI-161(24)
4359

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material	Hoagland Borrow	Sampled at	Pit		
To be used	Select Roadbed Topping			Date received	May 16, 1955
Sampled by	W. C. Hohmann			Quantity represented	1000 c.y.

TEST RESULTS

Laboratory No. 362942
Data Sheet No. A-43502

Type of material Gravel
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	12.3	12.3	
1½	10.2	22.5	
1	17.4	39.9	
3/4	8.7	48.6	
½	9.0	57.6	
¼	11.3	68.9	
10	10.2	79.1	
40	9.6	88.7	
P40	11.3	11.3	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	7	%
Manufactured fines		%
Liquid limit: Natural fines	31	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Edwards
- x Resident Engineer Decker
- Dist. Maint. Supt.
- Foreman
- x Geology and Soils
- x Files
- x W. C. Williams

W. W. Howe
Engineer of Materials

State Printing 70036

E-61—20M—10-54

[illegible]GON STATE HIGHWAY DEPARTM[illegible]T
Materials Division

LABORATORY REPORT

Project Goshen-Cottage Grove
Highway Pacific
Contractor M. J. Kuney Co., Inc.
Submitted by G. L. Decker
Contract No. 4359
Prefix No. 20-1008
County Lane
F. A. Project No. SFI-161 (24)
Date reported May 18, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Hoagland Borrow
To be used Select Roadbed Topping
Sampled by W. C. Hohmann
Sampled at Pit
Date received May 16, 1955
Quantity represented 1000 c.y.

TEST RESULTS

Laboratory No. 362944
Data Sheet No. A-43502
Type of material Gravel
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
5	0	0	
4	21.7	21.7	
3	7.7	29.4	
2½	5.7	35.1	
2	4.1	39.2	
1½	12.5	51.7	
1	9.9	61.6	
3/4	4.8	66.4	
½	6.4	72.8	
¼	7.7	80.5	
10	7.7	88.2	
40	6.4	94.6	
P40	5.4	5.4	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines 8 %
Manufactured fines %
Liquid limit: Natural fines 33 %
Manufactured fines %

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Edwards
- x Resident Engineer Decker
- Dist. Maint. Supt.
- Foreman
- x Geology and Soils
- x Files
- x W. C. Williams

State Printing 79635

Engineer of Materials

RECEIVED
MAY 12 1955
FOR FILING

RF1-161(24)
4359

May 10, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 9, 1955 on Contract No. 4359, Goshen-Cottage Grove Unit, Goshen-Divide Section, in Lane County, in connection with Federal Aid Project No. RF1-161(24).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DHP:sh

RECEIVED
APR 7 1955
FOR FILING

BFI 161/24
4351

April 6, 1955

Mr. Max J. Kuney Company
120 N. Ralph St.
Spokane, Washington

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4359, which was awarded to you on March 2 by the State Highway Commission, for paving on the Goshen-Cottage Grove Unit, Goshen-Divide Section of the Pacific Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

4

RECEIVED
MAR 4 1955
FOR FILING

BFI-161 (24)
4359

March 4, 1955

Max J. Kuney Company, Inc.
North 120 Ralph Street
Spokane, Washington

Gentlemen:

The State Highway Commission on March 2, 1955 awarded to you State Highway Contract No. 4359 for paving Goshen-Cottage Grove Unit, Goshen-Divide Section of the Pacific Highway in Lane County.

This award was based on your bid of $740,550 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
MAR 4 1955
FOR FILING

BFI-161(24)
4351

March 3, 1955

BFI-161(24)

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We have for acknowledgment your letter of February 25, 1955 requesting explanations of certain special features appearing in the special provisions for Oregon Project BFI-161(24), the Goshen-Cottage Grove Paving Project, Pacific Highway in Lane County. Our comments are arranged in the sequence given in your letter and are as follows:

(1) Liquid Limit (LL), Stone Base Materials
Our experience and research on stone base construction has pointed up the desirability of control on the silt content and moisture reactions which are not afforded entirely by plasticity index limitations. The P.I. of fines of two materials might be equal, yet the reactions of those materials to moisture can vary widely. The range of controls for LL which we presently give are based on review of several hundred tested samples on projects which have been in service for some time, and were selected to eliminate materials which became incorporated on projects where some evidence of base failure had occurred. We plan to specify Liquid Limit limitations as a standard practice, but may modify them as experience dictates.

(2) Fracture Requirements, Stone Base Materials
In base thickness design, we are led by research literature, recent tests at the Oregon State College and by experience to believe that the use of fractured material permits a reduction of 20% in the base design thickness as calculated for pit-run gravels. We propose, therefore, to specify fracture requirements on gravel materials as a standard practice for both bottom and top course base construction. We plan to permit some latitude in the sizes and gradations of bottom course base gravel to fit local sources of material, economical availability and other such pertinent factors.

(3) Asphalt Specification

We are modifying our asphaltic materials specifications for the 40-300 penetration asphalts on the basis of improved quality and tighter controls, in keeping with the new 1954 standard specification of the A.A.S.H.O. Designation: M 20-54. The RC and MC asphalts are unchanged from 1954 and in agreement with A.A.S.H.O. Standards. The SC asphalts are unchanged from 1954 and agree with A.A.S.H.O. M 141-49, except for higher flash points which are met by the producers. We are modifying our emulsified asphalts for the RS grades to increase the asphaltic content by 2%, and to cover the new SS-2 grade not now in the A.A.S.H.O. Standard Designation: M 120-49. The SS-2 specifications come from the Asphalt Institute's recommendations and represent the product available in Oregon.

(4) Emulsion Stabilization of Top Course Surfacing

The stabilization of top course base material (3/4" - 0 size) with SS-1 emulsified asphalt mixed with water and applied by sprinkler trucks costs approximately $2400 per mile for a 34-foot width treatment, which is about $386 per mile more than our standard RC-3 binder course. The emulsion treatment coats all of the base materials in at least the upper 1-inch of the base, while the RC-3 binder sets up about ½ inch of the top surface. We feel that the emulsion treatment lends itself satisfactorily to a wider range of temperature and moisture conditions than the RC-3 type, although it takes longer to set up firmly. There are conditions under which one type may be preferable over the other, and we do not plan to limit ourselves to the use of one type exclusively. There is presently a trend to eliminate binder courses on some projects where a firm stone base can be maintained economically to true cross-section up to the time of placing asphaltic concrete pavement upon it.

We trust the above data will be found acceptable. We shall make a special effort to acquaint you with the more important of any proposed changes in our specifications and to discuss them with you prior to their being incorporated in our contracts for federal aid projects.

Very truly yours,

R. H. Baldock
State Highway Engineer

WOO'N:eh

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

[illegible] STATE HIGHWAY BLDG.
SALEM, OREGON

Mr. [illegible]

February 25, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Goshen - Cottage Grove Paving

Dear Sir:

In the review of the P. S. and E. for Oregon Project BFI-161(24) we note several items in the special provisions that are in variance from former practice and therefore warrant an explanation and comments as to the reason for their use.

These special features are:

(1) Liquid Limit (page 11)

We note a sliding scale for allowable maximum liquid limit for varying percentages in the 40 minus size of base and top material. The reasons for adopting such a specification will be appreciated.

(2) Fracture requirements on base and top course.

These are satisfactory but are they special for this project or are they being adopted as a regular specification for gravel materials?

(3) Asphalt specification.

We note the minimum flash point for 85-100 penetration asphalt has been raised to 450° F. We understand that some States are doing this to discourage blending with light oils to increase penetration of the mixture to the point where it will meet laboratory requirements, but may not stand up for any length of time in service.

(4) Emulsion stabilization of top course surfacing.

?

It is noted that the estimated cost is $38,000 which is a considerable amount and probably more than the cost of a binder course using RC-3. Under this circumstance we would like to know the advantages of the emulsion stabilization over an RC-3 binder course.

In submitting P. S. and E. for our approval it would be appreciated if you would call our attention to new or revised specifications such as are mentioned above.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
FEB 28 1955
STATE HIGHWAY COMMISSION

RECEIVED
MAR 9 1955
FOR FILING
OREGON DISTRICT

BFI - 161(24)
4359

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 2, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 4359 on Oregon Project BFI-161(24), Goshen-Cottage Unit, Goshen-Divide Section of the Pacific Highway, to Max J. Kuney Company, Inc., of Spokane, Washington, low bidder in the amount of $740,550.00 at the March 2, 1955 bid opening.

Very truly yours,

CGPolk
C. G. Polk
District Engineer

RECEIVED
MAR 8 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 22 1955
FOR FILING

OREGON DISTRICT
BFI-161(24
4359

BFI-161(24)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

February 15, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project BFI-161(24), Goshen-Cottage Grove Unit of the Pacific Highway.

This is to authorize your advertising for bids.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
FEB 21 1955
OREGON
STATE HIGHWAY COMMISSION

[illegible]-1[illegible] Salt Cr. Bank Protection, 195[illegible]
[illegible] Cr.-[illegible] Sec.
4360

R. H. Baldock

NOTED
State Highway Engineer

July 20th, 1956

FINAL COST ANALYSIS

Eagle Creek-Twin Creek Section
Contract #4360
20-1009

Willamette Highway
Prefix 20-1009

F. L. Somers, Contractor
H. E. Mayfield, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All		$4,000	$	$ 2,605.06	$ 4,000.00
Power Shovel	186	Hour	$22.00	20.75	3,861.06	4,092.00
Tractor & Dozer	200	"	14.00	13.48	2,697.89	2,800.00
Loose Riprap	17,551	Cu. Yd.	2.90	1.73	30,317.31	50,897.90
PA #1, 36" Concrete Pipe	18	Lin. Ft.	11.00	7.26	130.70	198.00
PA #1, 30" " "	21	" "	9.60	5.79	121.65	201.60
PA #1, 18" Corr. Metal Pipe	10	" "	6.00	5.27	52.71	60.00
					$39,786.38	$62,249.50

Gross Revenue	$62,249.50
Total Cost	39,786.38
Net Profit	$22,463.12

Net Profit Equals 36% of Gross Revenue

Contract #4360
Detail of Cost

Labor:

Labor & Supervision	$13,706.09	
Labor Insurance	924.48	$14,630.57

Materials:

30" Concrete Pipe	21 Lin. Ft.	at	$3.60	$ 75.60	
36" " "	18 " "	"	4.75	85.50	
18" Corr. Metal Pipe	10 " "	"	3.10	31.00	
18" Band	1 Each	"	3.10	3.10	195.20

Equipment Rentals & Misc. Supplies:

Equipment Rentals (Owned)	$15,141.20	
" " (Hired)	761.87	
Hired Trucks	1,673.30	
Gas, Oil & Grease	2,622.98	
Powder & Caps	1,523.46	
Freight & Cartage	517.60	
P.L. & P.D. Insurance	152.25	
Small Tools & Misc. Supplies	583.65	
Bond	480.50	
Home Office & General Overhead	1,503.80	24,960.61

Total Cost $39,786.38

Remarks:

This was a "State Project" calling for widening of the Salt Creek channel, reshaping of roadbed slopes and construction of loose riprap on highway slopes. This project was bid March 2nd, 1955; work was started May 2nd, 1955 and the project was completed July 30th, 1955.

On May 2nd, 1955 the contractor moved in a 2½-yard shovel and a HD-15 cat and dozer. This equipment was used on hourly rates. Later this same equipment was moved into a quarry that the contractor found. This quarry is located 500 feet north of Station 1930+00 on Unit "A", or approximately ¼ of a mile east of the west end of Unit "A". This quarry saved the contractor 4.96 miles of dead haul on all riprap material used. By using this quarry the contractor was able to use Dumptors to haul most of the material used on Unit "A". Four 8 cu. yd. trucks were used hauling material to Unit "B" and Unit "C".

Having high bid prices and being able to cut off 4.96 miles of dead haul, the contractor realized a large profit from this project.

R. D. Asburry
Chief Cost Analyst

By . . K. T. Wechter

RECEIVED
SEP 1[illegible] 1955
FOR FILING
20-1009

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 15, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4360	5-Final	E. L. Somers

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18755	R-132117	$ 1,867.49	9/15/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 8-31-55

Time Extensions: none

Completion Date: 8-1-55

Date Accepted: 8-11-55

Penalties: none

Claims: none

Remarks:

Date: 9-15-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: SEP 16 1955

Ruth Rawlings

RECEIVED
SEP 6 - 1955
FOR FILING

20 - 1009
4360

September 6, 1955

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4360 for work performed on the Eagle Creek-Twin Creek Section of the Willamette Highway in Lane County was completed by the contractor, F. L. Somers, on August 1 and was formally accepted by the Highway Commission on August 11, 1955.

Final payment in the amount of $1,867.49 will be released to the contractor on or after September 16, 1955. The total contract amount is $62,249.50 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Victor S. Risley Co.
808 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

8

RECEIVED
AUG 25 1955
FOR FILING

RECEIVED
AUG 25 1955
FOR FILING

20-1009
4360

August 24, 1955

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to F. L. Somers on contract No. 4360, for bank protection on the Eagle Creek-Twin Creek Section of the Willamette Highway in Lane County.

This payment, in the amount of $22,342.97, will be released to the contractor on or after September 3, 1955. The retained percentage is $1,867.49.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Victor S. Risley Co.
808 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

gf

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 30, 1955

Section Eagle Creek-Twin Creek

Kind of work Bank Protection

Highway Willamette

Section prefix 20-1009

Contractor F. L. Somers

Contract number 4360

Date of contract March 2, 1955

Date of completion July 30, 1955

Date work started May 2, 1955

Estimated date of completion , 19

Project authorization $71,325.00

Exclusive of Engineering $66,253.00

Per cent of time elapsed 150/182 82 %

Estimated cost of completed project, exclusive of engineering $66,253.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering authorization $5,072.00

Engineering cost to date $3,007.00, 59 %

Date project was completed July 30, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor and three men spent this week policing shoulders, picking up large rock which was above shoulder grade. Brush was removed from toe of riprap and stream channel. This work was ordered by Mr. L. H. Young Wednesday, July 27.

State Force Order is being prepared for hauling of material to cover course riprap on shoulders.

One inspector part time.

This will be the last weekly report on this project.

NOTED
OSCAR CUTLER

RECEIVED
1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED

Signed H. E. Mayfield

Address Rm. 4, 506½ Main St., Springfield, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77060

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities	18,000 CY				
Estimated quantities moved or placed to date	17,551 CY				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	10				
Average force on project for week	5				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	3					1	4
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons	1						1
Men and tractors							

Equipment used during week: Shovels ...., Power graders ....1...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Rain		
Wednesday	Overcast		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
APR 7 1955
FOR FILING

80-1009
4360

April 6, 1955

Mr. F. L. Somers
P. O. Box 668
Medford, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4360, which was awarded to you on March 2 by the State Highway Commission, covering Salt Creek Bank protection on the Eagle Creek-Twin Creek Section of the Willamette Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAR 4 1955
FOR FILING

20-1009
4360

March 4, 1955

Mr. F. L. Somers
350 Spring Street
Klamath Falls, Oregon

Dear Sir:

The State Highway Commission on March 2, 1955 awarded to you State Highway Contract No. 4360 for Salt Creek Bank Protection, Eagle Creek-Twin Creek Section of the Willamette Highway in Lane County.

This award was based on your bid of $63,400 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc:
H. G. Smith
S. H. Probert
R. G. Savage, SIAC

[illegible]-1955 [illegible] 2, [illegible] c. 1955
[illegible].
361

RECEIVED
AUG 26 1955
FOR FILING

[illegible]

August 19th, 1955

FINAL COST ANALYSIS

West Slope, Unit 2, Summit Section
Grading & Pavement Widening
Grimstad & Vanderveldt, Contractor
Carl A. Peterson, Resident Engineer

Wilson River Highway
Prefix 29-1055

Contract #4361

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Drainage Excavation	10.28	Cu. Yd.	$ 2.00	$ 1.93	$ 19.82	$ 20.56
General "	8,261.7	" "	0.60	0.545	4,503.74	4,957.02
Short Overhaul	4,067	Yd. Sta.	0.02	0.02	81.23	81.34
Long "	9.8	C-Yd. Sta.	0.50	0.50	4.88	4.90
12" Corr. Metal Pipe	40	Lin. Ft.	3.00	2.95	117.95	120.00
18" " " "	32	" "	4.30	3.80	121.68	137.60
24" " " "	20	" "	6.00	5.43	108.49	120.00
3/4"-0" Mat'l. in Level Course & Shoulders	429	Cu. Yd.	4.10	3.89	1,667.13	1,758.90
Sprinkling	28	M/Gal.	3.00	2.89	80.74	84.00
Class "A" Asphaltic Concrete	1,272.22	Ton	10.75	10.40	13,228.46	13,676.37
					$19,934.12	$20,960.69

Gross Revenue	$20,960.69
Total Cost	19,934.12
Net Profit	$ 1,026.57

Net Profit Equals 4.9% of Gross Revenue

NOTED
State Highway Engineer

West Slope, Unit 2, Summit Section
Contract #4361

Detail of Cost

Labor:

Labor	$ 2,087.92	
Labor Insurance	167.28	
Welfare	68.50	
		$ 2,323.70

Materials:

12" Corr. Metal Pipe	40	Lin. Ft.	at $1.81	$ 72.40	
12" " " Bands	2	Each	" 1.81	3.62	
18" " " Pipe	32	Lin. Ft.	" 2.52	80.64	
18" " " Bands	3	Each	" 2.52	7.56	
24" " " Pipe	20	Lin. Ft.	" 3.91	78.20	
24" " " Bands	1	Each	" 3.91	3.91	
3/4"-0" Rock Purchased	429	Cu. Yd.	" 2.93	1,256.85	
Amount Paid Cascade Paving Co. for Asphaltic Concrete	1,272.22	Ton	" 10.40	13,228.46	
					14,731.64

Equipment Rental & Misc. Supplies:

Equipment Rental	$ 1,875.60	
Gas, Oil & Grease	209.78	
Bond	124.15	
Freight	438.50	
Small Tools & Misc. Supplies	30.00	
P.L. & P.D. Insurance	25.75	
Home Office & Overhead	175.00	
		2,878.78

Total Cost $19,934.12

West Slope, Unit 2, Summit Section
Contract #4361

Remarks:

This was a "State Project" calling for the grading and pavement widening of 1.04 miles of highway roadbed on the West Slope, Unit 2, Summit Section of the Wilson River Highway, in Tillamook County.

The project was bid and awarded March 2nd, 1955. Work started April 18th and was completed June 7th, 1955.

The contractor moved in two D-7 cats and one 12 cu. yd. scraper April 18th and started installing culvert pipe. The excavation started April 20th, using one D-7 cat and scraper with a D-7 cat and dozer as a push cat. The excavation was completed in approximately three weeks. A small profit was realized on the excavation.

The 3/4"-0" crushed rock was purchased and hauled by the VanAkan Sand & Gravel Co., a distance of approximately 15 miles. The street work was done by the contractor with one cat #12 grader and one roller.

The Class "B" asphaltic concrete was furnished and placed by the Cascade Construction Co. and hauled from their commercial plant at Portland, a distance of 35 miles; 17 trucks were used in this operation.

The contractor had good bid prices, supervision and good equipment, realizing a fair profit.

Oscar Cutler
Chief Cost Analyst

By . . George Kayser

24-7035

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 25, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4361	3-Final	Grimstad & Vanderveldt

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
14603	B-127706	$ 3,461.16	7/22/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: None

Completion Date: June 7, 1955

Date Accepted: June 30, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-25-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: Ruth Rawlings

RECEIVED
JUL 19 1955
FOR FILING

29-1055
4361

July 18, 1955

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Building
Tacoma, Washington

Gentlemen:

State Highway contract No. 4361 for work performed on the Unit 2, West Slope Summit Section of the Wilson River Highway in Tillamook County was completed by the contractor, Grimstad & Vanderveldt, on June 7, 1955, and was formally accepted by the Highway Commission on June 30, 1955.

Final payment in the amount of $3,461.16 will be released to the contractor on or after July 28, 1955. The total contract amount is $20,960.69, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

NOTED ON CARD
dc

cc: United Pacific Insurance Company
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

CEIVED
1955
OR FILING

FORM 2-90X—90,000—10-54—79484

27 1955
4361

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 13, 1955

SUBJECT:

To Mr. A. G. Skelton
Division Engineer
Portland, Oregon

In approving the order for the construction of guard fence on the Wilson River Climbing Lanes Contract #4361, Mr. Paxson has ordered that where the posts are to be placed near the edge of fills that the length be increased one foot for additional stability.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:dt

cc- Mr. G. S. Paxson ✓

RECEIVED

NOTED
G. S. PAXSON

B

Form E-1—1084

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 10, 1955

Section West Side [illegible] Z - [illegible]

Kind of work Grading & Pavement Widening

Highway Wilson [illegible]

Section prefix [illegible] 1055

Contractor [illegible]

Contract number 426

Date of contract [illegible] 2, 1955

Date of completion [illegible], 1955

Date work started [illegible] 15, 19[illegible]

Estimated date of completion June 3, 1955

Project authorization $23,362.43

Exclusive of Engineering $21,701.10

Per cent of time elapsed 54 %

Estimated cost of completed project, exclusive of engineering $20,0[illegible].69

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $1661.33

Engineering cost to date $1661.33, 100 %

Date project was completed June 8, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed shoulder work, and removed equipment Wednesday, this week.

Final records completed this week and submitted.

NOTED
OSCAR CUTLER

NOTED
FORREST COOPER

RECEIVED
JUN 14 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed Carl [illegible]

Address Banks, Box 66

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing [illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.04				1.04
Miles partially completed	—				—
Miles completed	1.04				1.04
Total estimated quantities	82617				1272.22 Tons
Estimated quantities moved or placed to date	82617				1272.22 Tons
Average daily quantities	-				—
Average daily quantities necessary to complete project on time					
Number shifts per day					—
Hours per shift					—
Average force on project for week	2				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1..........., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
unday	Clear		
onday	"		
uesday	"		
ednesday	"		Completed to-day
hursday			
iday			
aturday			

RECEIVED
APR 7 1955
FOR FILING

29-1055
4361

April 6, 1955

Grimstad & Vanderveldt
749 9th St.
Astoria, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4361, which was awarded to you on March 2 by the State Highway Commission, for grading and pavement widening on the West Slope, Unit 2, Summit Section of the Wilson River Highway in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAR 4 1955
FOR FILING

29-1055
4361

March 4, 1955

Grimstad & Vanderveldt
749 Ninth Street
Astoria, Oregon

Gentlemen:

The State Highway Commission on March 2, 1955 awarded to you State Highway Contract No. 4361 for grading and paving the West Slope Unit 2, Summit Section of the Wilson River Highway in Tillamook County.

This award was based on your bid of $20,691.60 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

12[illegible]-1602 Yac[illegible] Bridge- [illegible] Bridge Sec. 1955
of [illegible] Hwy.
4362

RECEIVED
OCT 21 19[illegible]
FOR FILING

R. H. [illegible]

October 18, 1955

FINAL COST ANALYSIS

Yach Bridge-Weed Bridge
Contract No. 4362

Little Nestucca Highway
Prefix: 129-1602

[illegible]
[illegible]

Grade Widening & Surfacing
Glen Ousley, Contractor
B. P. Huntley, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Blade Grader	76	Hour	$ 10.50	$ 7.58	$ 576.37	$ 798.00
Power Shovel	237.5	Hour	12.00	9.63	2,288.37	2,850.00
Tractor & Dozer	329.5	Hour	14.00	10.07	3,318.00	4,613.00
Dump Trucks	334	Hour	4.90	5.35	1,786.31	1,636.60
Air Compressor	93.5	Hour	2.75	1.80	168.31	257.13
Jackhammer	93.5	Hour	3.25	3.16	295.57	303.88
Quarry Run Rock in Surfacing	4,799	Cu.Yd.	1.25	1.08	5,162.60	5,998.75
Force Account					2,419.35	2,594.94
Deduction:						
Rental of State Owned Diesel Grader Fully Operated	64	Hour	8.00			-512.00
					$16,014.88	$18,540.30

Gross Revenue	$18,540.30
Total Cost	16,014.88
Profit	$ 2,525.42

Net Profit equals 13.6% of Gross Revenue

NOTED
State Highway Engineer

Detail of Costs

Labor				$ 3,676.08	
Labor Ins.				253.60	
					$ 3,929.68
Materials:					
12" Corr. Metal Pipe	68'	at	$ 2.10	$ 142.80	
12" Corr. Metal Bands	7	"	2.10	14.70	
18" Corr. Metal Pipe	297'	"	2.94	873.18	
18" Corr. Metal Bands	10	"	2.94	29.40	
24" Corr. Metal Pipe	18'	"	4.57	82.26	
24" Corr. Metal Bands	1	"	4.57	4.57	
72" Corr. Metal Pipe	14'	"	23.67	331.38	
72" Corr. Metal Band	1	"	47.34	47.34	
12" Concrete Culv. Pipe	117'	"	.94	109.98	
8" Concrete pipe	9'	"	.69	6.21	
36" Conc. Culv. Pipe	15'	"	5.45	81.75	
Explosives	1,050 lbs.			242.70	
Caps & Wire				46.00	
Tamping Pole				1.08	
					$ 2,013.35
Equipment Rentals & Misc. Supplies:					
Equipment Rental Owned				$ 5,045.01	
Equipment Rental Hired (Fully Operated)				2,517.00	
Gas, Oil & Grease				1,094.68	
Bond				139.05	
P. U. C.				37.50	
PL & PD Ins.				49.12	
Small Tools & Misc. Supplies				247.88	
Gen. Overhead				941.61	
					$10,071.85
					$16,014.88

Yach Bridge-Weed Bridge
Contract No. 4362

Remarks:

This was a State Project calling for the grading and surfacing of 2.13 miles of highway roadbed on the Yach Bridge-Weed Bridge Section of the Little Nestucca Highway in Tillamook County.

The contract was bid and awarded March 2, 1955. Work started May 3, 1955, and the project was completed July 20, 1955.

The State Maintenance Crew moved the fences and fell all the trees that were in the roadway, the grading was done on an hourly equipment rental basis.

The contractor moved in a 105 C.F. Compressor and Jackhammer and started drilling the rock cut at M.P. 6.25 on May 5, 1955. Good progress was made on the drilling and blasting. The excavation material was loaded with a 3/4 c.y. shovel into two 6 c.y. dump trucks and handled on the road with a Cat & Dozer & Blade.

Quarry run rock surfacing was obtained from a quarry located on the southerly side of and adjacent to the highway at M.P. 2.2, loaded with a 3/4 c.y. shovel and hauled with two owned, and three hired trucks and handled on the street with Cat & Dozer & Blade.

The contractor had good bid prices, good equipment, and personal supervision, realizing a good profit.

Oscar Cutler
Chief Cost Analyst

By . . . George Kayser

RECEIVED
SEP 1[illegible] 1955
FOR FILING

129-1602

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 15, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
1362	5-Final	Glen Ousley	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18760	R-132102	$556.21	9/15/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 8-31-55
Time Extensions: none
Completion Date: 7-20-55
Date Accepted: 8-11-55
Penalties: none
Claims: none
Remarks:

Date: 9-15-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: SEP 16 1955

Ruth Rawlings

RECEIVED
SEP 6 - 1955
FOR FILING

129-1602
4362

September 6, 1955

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4362 for work performed on the Yach Bridge-Wood Bridge Section of the Little Nestucca Highway in Tillamook County was completed by the contractor, Olen Ousley, on July 20 and was formally accepted by the Highway Commission on August 11, 1955.

Final payment in the amount of $556.21 will be released to the contractor on or after September 16, 1955. The total contract amount is $18,540.30, of which amount $2,594.94 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Maryland Casualty Co.
Robert Cross, Insurance
111 East Broadway
Eugene, Oregon

NOTED ON CARD

ECEIVED
AUG 16 1955
FOR FILING

129-1602
4362

August 16, 1955

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Glen Ousley on contract No. 4362, covering the Yach Bridge-Wood Bridge Section of the Little Nestucca Highway in Tillamook County. This payment, in the amount of $2,586.16, will be released to the contractor on or after August 26, 1955. The retained percentage is $556.21.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Robert Cross, Insurance
111 East Broadway
Eugene, Oregon

NOTED ON CARD

orm E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 23, 1955

Section Yach Bridge-Weed Bridge

Kind of work Grade Widening & Surfacing

Highway Little Nestucca

Section prefix 129-1602

Contractor Glen Ousley

Contract number 4362

Date of contract March 3, 1955

Date of completion August 31, 1955

Date work started May 3, 1955

Estimated date of completion July 20, 1955

Per cent of time elapsed 77 %

Project authorization $ 21,796.88

Exclusive of Engineering $ 20,246.88

Estimated cost of completed project, exclusive of engineering $ 19,055

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 1,550.00

Engineering cost to date $ 2,146, 138 %

Date project was completed July 20, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The project was completed Wednesday of this week. The contractor installed one culvert pipe and extended another pipe which was the only work done by the contractor.

We will send the semi-final estimate in to Salem next week.

Final report.

NOTED
OSCAR CUTLER

RECEIVED
1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

NOTED
EST

Signed B P Huntley

Address 117 Galloway St., McMinnville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.13	2.13			
Miles partially completed	Grader hours	Tractor & Dozer hours	Compressor hours	Shovel hours	Truck hours
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date	76 ~~[illegible]~~	329½	93½	236½	334
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	4,799 cu. yds. quarry run rock placed.				
Hours per shift					

Average force on project for week

Percentages of men employed on contract to be secured from: .... County, ...%; .... County, ...%.

.... County, ...%; .... County, ...%; .... County, ...%;

	NUMBER USED AND SECURED FROM				OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY			
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	sunny, warm		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

9

ECEIVED
APR 7 1955
FOR FILING

129-1682
4362

April 6, 1955

Mr. Glen Ousley
110 Merry Lane
Eugene, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4362, which was awarded to you on March 2 by the State Highway Commission, for grade widening and surfacing on the Yach Bridge-Weed Bridge Section of the Little Nestucca Highway in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAR 4 1955
FOR FILING

129-1602
4362

March 4, 1955

Mr. Glen Ousley
110 Merry Lane
Eugene, Oregon

Dear Sir:

The State Highway Commission on March 2, 1955 awarded to you State Highway Contract No. 4362 for grade widening and surfacing the Yach Bridge-Weed Bridge Section of the Little Nestucca Highway about 2 miles west of Dolph in Tillamook County.

This award was based on your bid of $16,475 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
DEC 27 1954
FOR FILING

129-1682
4362

6154
#991

December 24, 1954

Mr. Robert W. Leufquist, Secretary
South Tillamook Coast Road Committee
Route 2, Box 77
Cloverdale, Oregon

Dear Mr. Leufquist

Reference is made to the appearance of your group before the State Highway Commission at its meeting on October 29, 1954 in the interest of the Little Nestucca Secondary Highway.

The Highway Commission at that time was asked to improve the worst portions of this road in the event that it could not see its way clear to construct a major improvement. You will recall that the Commission referred the matter to the Engineer for investigation and report. The investigation was made and the Engineer reported the findings to the Commission at its meeting on December 7th.

You will be pleased to know that the Commission authorized an expenditure of approximately $22,000 to widen and surface with quarry-run materials the 2.27 mile section which begins at a point about 2 miles west of Dolph to a point about 5½ miles east of the junction with the Oregon Coast Highway. It is planned to do the work by contract sometime during the 1955 working season.

Extending to you the best of the season's greetings, I remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Hon. Otto Effenberger
County Judge
Tillamook County
Tillamook, Oregon

RECEIVED
FOR FILING
FORM E-20X 87½ 8-54 73720

129-1602

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 21, 1954

SUBJECT:

To: ~~Mr. J. D. Walker~~
~~Division Engineer~~
~~OFFICE~~

NOTED
W. C. WILLIAMS

The Highway Commission has approved an amount of $22,000 for the improvement of four intermittent sections on the Little Nestucca Secondary, totalling 2.27 miles. A tabulation of the sections follows:

M.P. 6.31 - 6.51	-	0.2 mile
M.P. 6.82 - 7.78	-	0.96 mile
		1.16 miles
M.P. 6.51 - 6.82	-	0.31 mile
M.P. 5.51 - 6.31	-	0.80 mile
		2.27 miles

It is proposed to widen these sections to accomodate two-way traffic and to surface the roadway with quarry run material.

Will you please prepare the necessary plans and specifications so that the project may be contracted.

Forrest Cooper
Ass't. Construction Engineer

FC:jv

cc: W. C. Williams

RECEIVED
DEC 7 - 1954
FOR FILING
129-1602
4362

FORM E-123 80M REVISED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 6, 1954

Mr. R. W. Weatherly
c/o Spaulding Pulp and Paper Company
Newberg, Oregon

Dear Sir:

Please be advised that contrary to the information contained in our letter of December 3, 1954, the improvements on the Little Nestucca Highway will be placed under contract rather than being done by State forces as originally planned. It was felt that the magnitude of the project warrants such action.

It will be some time, therefore, before work will begin.

Very truly yours,

R. B. Sipprell
Director of Permits

RBS:cw
cc - W. W. Stiffler
E. A. Collier
J. D. Walker (2)

NOTED
W. W. STIFFLER

ECEIVED
NOV 3 0 1954
FOR FILING
129-1602

3-49

November 29, 1954

Oregon State Highway Commission

Gentlemen:

Reference is made to Unfinished Business item No. 9, the request of the South Tillamook Chamber of Commerce for minor improvements to the Little Nestucca Secondary Highway.

On December 4, Mr. Stiffler, accompanied by Mr. Warfield, Assistant Division Engineer, and Mr. Smith, District Maintenance Superintendent at Astoria, made an inspection and a speedometer log of the entire highway with the objective of improving those sections where it is impossible for two vehicles to pass.

The highway has a total distance of 9.71 miles. From its junction with US101, the highway has sufficient width for two vehicles to safely pass for a distance of 5.41 miles. On the easterly end, a section 1.93 miles in length westerly from Dolph (junction with Three Rivers Highway) has been graded and surfaced with native materials and is suitable for two-way traffic. Thus, there remains 2.27 miles, most all of which is insufficient for two vehicles to pass, classified as follows:

First Priority
M.P. 6.31 - 6.51 - 0.2 mile
M.P. 6.82 - 7.78 - 0.96 mile
1.16 miles

Second Priority
M.P. 6.51 - 6.82 - 0.31 mile

Third Priority
M.P. 5.51 - 6.31 - 0.80 mile
2.27 miles

It is estimated that the 2.27 miles can be widened for two-way traffic and surfaced with quarry-run materials for an expenditure of approximately $22,000.

I would recommend that the above improvement be made by state contract as a 1955 minor betterment project financed from the "Reserve for Projects to be Selected."

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. W. Stiffler
Mr. C. H. Maison

WWS:er fp

Mr Baldock
attached draft
prepared by Stiffler
I would suggest we
raise estimate to 20.000
and widen entire 2.27
mile narrow section and
place pit run surface.
Work should be Contracted
with bid items on Equipt. Rental
view

a

regon
5, 1954

on meeting a delegation from South
mprovement to the Little Nestucca
f the discussion, the Commission
uld investigate as to what could be
project.

As a result of the above, an inspection was made on November 4, 1954, accompanied by Mr. Warfield, Mr. Smith, and Section Foreman Roper. The following is a speedometer log made that day:

Speedometer reading:

0.0 - Junction with US101.
1.26 - Little Nestucca River Bridge.
3.75 - Squaw Creek Bridge. —— 2.32 Quarry for Base Surfacing
4.32 - Little Nestucca River - steel pony truss.
5.31 - Little Nestucca River - steel thru truss.
5.51 - Narrows to ~~one-way~~. Visibility fairly good with some turnouts.
6.24 - Muscot Bridge - steel thru truss.
6.31 - End of improved section.
6.40 - Rock Point - bad vertical and horizontal curve.
6.51 - West end of open flat section - fenced.
6.33 - Nash property.
6.82 - End of open flat section and beginning of narrow roadway with steep grades.
7.18 - Summit.
7.41)
7.49) - Low section - grade to be raised four feet.
7.78 - Beginning of improved section.
7.94 - Little Nestucca River - thru steel truss.
8.89 - Little Nestucca River - steel pony truss.
9.71 - Junction with Three Rivers Highway at Dolph.

Based on the above log, it was decided that Mr. Smith would submit two minor betterment work orders in the amount of $5,000 each for widening and surfacing, insofar as the funds would go, of the following sections:

RECEIVED
NOV 16 1954
FOR FILING

129-1602

Salem, Oregon
November 15, 1954

Mr. E. A. Collier

At the October Commission meeting a delegation from South Tillamook County requested some improvement to the Little Nestucca Secondary Highway. As a result of the discussion, the Commission advised the delegation that we would investigate as to what could be accomplished as a minor betterment project.

As a result of the above, an inspection was made on November 4, 1954, accompanied by Mr. Warfield, Mr. Smith, and Section Foreman Roper. The following is a speedometer log made that day:

Speedometer reading:

0.0 - Junction with US101.
1.26 - Little Nestucca River Bridge.
3.75 - Squaw Creek Bridge. 2.32 Quarry for Base Surfacing
4.32 - Little Nestucca River - steel pony truss.
5.31 - Little Nestucca River - steel thru truss.
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7.41)
7.49) - Low section - grade to be raised four feet.
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9.71 - Junction with Three Rivers Highway at Dolph.

Based on the above log, it was decided that Mr. Smith would submit two minor betterment work orders in the amount of $5,000 each for widening and surfacing, insofar as the funds would go, of the following sections:

First Priority

Speedometer Reading

M.P. 6.31 - 6.51	-	0.2 mile
6.82 - 7.78	-	0.96 mile
		1.16 miles

Second Priority

6.51 - 6.82	-	0.31 mile

Third Priority

5.51 - 6.31	-	0.80 mile
		2.27 miles

W. W. Stiffler

WWS:er

cc Mr. L. H. Warfield
 Mr. R. M. Smith

RECEIVED
DEC 14 1954
FOR FILING

129-1662

2

STATE HIGHWAY COMMISSION MEETING

Delegation South Tillamook Coast Road Committee

Date October 29, 1954

Time 10:45 a.m.

Name	City or Town	Capacity
1. Roy Dunn	Cloverdale	Member, South Tillamook Coast Road Com.
H. B. Hammell	Pacific City	" " " " " "
Mrs. Roy Dunn	Cloverdale	
Otto Effenberger	Tillamook	County Judge
Schulmerich		

RECEIVED
FOR FILING

129-1102

REFERRED TO
Supt [illegible]
By State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 13, 1954

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
OFFICE

This is in reply to your Assignment No. 6154 re the South Tillamook Coast Road Committee and has to do with their request for improvement of the Little Nestucca Secondary (letter of Robert W. Lenfquist, September 7, 1954).

This is the same matter that was brought before the Commission at its meeting May 12 and on which you advised the Commission on April 20, 1954 as follows: That the road is 9.35 miles in length and has nine bridges, six of which are across the Little Nestucca and three across side streams, three of the bridges have been constructed to modern standards, leaving six to be reconstructed; that the easterly 1.77 miles have been graded to a satisfactory standard but have a very light surface; that the cost of improving the road to modern standards would be $840,000 and suggested that at some future time we "attempt to program federal secondary moneys from the new road bill for the two miles on the west end, estimated to cost $165,000".

On May 12, 1954, the Commission heard Mr. Roy Dunn and Mr. A. H. Lindberg of the South Tillamook Road Committee requesting improvement of this highway. Chairman Chandler informed the delegation that no money was available at this time and before money could be expended it would be necessary to conduct a survey to determine the cost and priority of the improvement. Consideration, he stated, will be given to the request when the secondary program is formulated this fall or early winter.

Our present estimate of the cost of improvement of the road is the same ($840,000) as reported to you last April.

RECEIVED
SEP 13 1954

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js

Encl.

ASSIGNMENT

No. [illegible] By RHB

Date: **Sept. 10, 1954**

Description: **Copy of letter 9-7-54 from Robert W Leafquist, Secy., S. Tillamook Coast Road Com., regarding improvement of Little Nestucca Sec. Hy.**

Acknowledged by_____ Referred to **COOPER**

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report
- -
XX Give me data to have on hand at meeting.
- -
- -

Remarks:

Executed 9-18-54 Report Received__________

---

tember 9, 1954

cretary
Committee

ber 7, 1954 which I have just re-
ntment with the State Highway Com-
ober to discuss improvement of
Highway.

Highway Commission will be
to say on this subject. Its
scheduled for Thursday and
Portland. Delegations will be
ay the 29th, on which day I have
convenience fifteen minutes of time starting
at 10:45 a. m. This meeting of the Commission will be held as usual in the Green Room on the first floor of the Imperial Hotel, which is located at Broadway and Stark Streets.

You will note that I stated above that the meeting of the Commission was tentatively set for October 28 and 29. In the event that the Commission should see fit to change the date of the October meeting, I will immediately inform you so you can change your plans accordingly.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: Commissioners
R. H. Baldock

September 9, 1954

Mr. Robert W. Lenfquist, Secretary
South Tillamook Coast Road Committee
Route 2, Box 77
Cloverdale, Oregon

Dear Mr. Lenfquist:

In your letter of September 7, 1954 which I have just received, you request an appointment with the State Highway Commission at its meeting in October to discuss improvement of the Little Nestucca Secondary Highway.

The members of the State Highway Commission will be pleased to hear what you have to say on this subject. Its October meeting is tentatively scheduled for Thursday and Friday, October 28 and 29 in Portland. Delegations will be heard on the second day, Friday the 29th, on which day I have reserved for your convenience fifteen minutes of time starting at 10:45 a. m. This meeting of the Commission will be held as usual in the Green Room on the first floor of the Imperial Hotel, which is located at Broadway and Stark Streets.

You will note that I stated above that the meeting of the Commission was tentatively set for October 28 and 29. In the event that the Commission should see fit to change the date of the October meeting, I will immediately inform you so you can change your plans accordingly.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HEG:mm

cc: Commissioners
R. H. Baldock

Agenda

South Tillamook Coast Road Committee
ROUTE 2 Box 77
CLOVERDALE, OREGON

ASSOCIATE MEMBERS:
SANDLAKE GRANGE
TIERRA DEL MAR COMMUNITY CLUB
PACIFIC CITY-WOODS CHAMBER OF COMMERCE
ORETOWN GRANGE

AGENDA
OCT 29 1954
D

~~AGENDA~~
~~OCT 29 1954~~

Sept.7,1954.

Mr.H.B.Glaisyer, Secretary,
Oregon State Highway Commission,
Salem,Oregon.

Dear Mr.Glaisyer:-

Referring to your letter Apr.5th, and our meeting with the Commission on May.12th, regarding the filing of our brief on the improvement of the Little Nestucca Secondary Highway.

May we secure an appointment with the Commission during their October meeting to further progress our request in the matter of omprovement of the Little Nestucca Secondary Highway.

Yours very truly,
Robert W. Lenfquist
Secretary

RWL

RECEIVED
[illegible] 9 1954
OREGON
STATE HIGHWAY COMMISSION

10:45 AM
October 29, 1954

ANSWERED
H. B. GLAISYER

D

RECEIVED
APR 21 1954
FOR FILING

129-1612

3d

April [illegible]

Oregon State Highway Commission

Gentlemen:

At the next meeting a delegation from the South Tillamook Coast Road Committee will appear before you to present a brief requesting improvement of the Little Nestucca secondary highway. In order that you may know the status of the highway, I give you the following information:

The Little Nestucca Highway is 6.35 miles in length and has nine bridges, six of which are across the Little Nestucca River and three across side streams. Three of the bridges have been built to modern standard, leaving six that must be reconstructed.

On the easterly end, 1.77 miles have been graded to a satisfactory standard and have only a very light surface. Preliminary studies indicate that to construct the 6.35-mile section to a required modern standard, including the six new bridges, will cost **$840,000.**

The westerly two miles of this highway cover most of the populous area and have much more traffic than the remainder. I would suggest that we attempt to program federal secondary moneys from the new road bill for the two miles on the **west end**, estimated to cost **$165,000**, and then to construct the remainder in small sections as funds are available.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. S. H. Probert
Mr. J. W. Cattrall

WCW:me fp

STATE HIGHWAY COMMISSION MEETING

Delegation South Tillamook Coast Road Committee

Date May 12, 1954

Time 11:00 a.m.

Name	City or Town	Capacity
Roy Dunn	Cloverdale	President, South Tillamook Coast Rd. Com.
A. H. Lindberg	"	Member " " " "

NOTED
H. B. GLAISYER

FORM E-30 25M 9-51 52215

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 16, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

Replying to your Assignment No. 4991, I hand to you herewith a straight line which shows the cost figures on the on the Little Nestucca Highway No. 130. These figures are based on a field reconnaissance and should be reasonably correct.

Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:ja

Encl.

[illegible]ED
[illegible] 1954
[illegible]INEER

ASSIGNMENT

Date: April 12, 1954 No. 4991 By jmc

Description: Copy of letter of March 27 by Robert W. Leufquist, Secretary of the South Tillamook Coast Road Committee, Cloverdale, and copy of Mr. Glaisyer's reply of April 5; re improvement of the Little Nestucca Secondary Highway

Acknowledged by____ Referred to Smith

_ Investigate and report with recommendation
_ Such action as necessary and report
_ Comment or recommendation
_ Return with rough draft of reply
_ Prepare reply for signature of Mr.________
_ Contact correspondent and report

Remarks: Please prepare xxxxxx straight line chart showing status of highway and costs by section to complete.

WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 4-16-54 mc Report Received__________

April 5, 1954

cretary
Committee

ch 27, 1954 was not received in time
the State Highway Commission at its
day of last week to bring your brief
Nestucca Secondary Highway.

reserving time for your group at the
Commission which is scheduled to be
and Wednesday, May 11 and 12, 1954.
the second day of this two day meeting,
serving for your convenience fifteen
minutes of time on that day, starting at 11:00 a. m., which I trust is satisfactory.

This meeting of the Commission will be held as usual in the Green Room on the first floor of the Imperial Hotel, Broadway at Stark Streets, Portland.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

RECEIVED
JUL 14 1954
FOR FILING

129-1602

April 5, 1954

Mr. Robert W. Leufquist, Secretary
South Tillamook Coast Road Committee
Route 2, Box 77
TierraDel Mar Beach
Cloverdale, Oregon

Dear Mr. Leufquist:

Your letter of March 27, 1954 was not received in time to grant you a hearing before the State Highway Commission at its meeting on Thursday and Friday of last week to bring your brief for improvement of the Little Nestucca Secondary Highway.

Accordingly, I am reserving time for your group at the next regular meeting of the Commission which is scheduled to be held in Portland on Tuesday and Wednesday, May 11 and 12, 1954. Delegations will be heard on the second day of this two day meeting, Wednesday the 12th. I am reserving for your convenience fifteen minutes of time on that day, starting at 11:00 a. m., which I trust is satisfactory.

This meeting of the Commission will be held as usual in the Green Room on the first floor of the Imperial Hotel, Broadway at Stark Streets, Portland.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

FORM T-123 50M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

1859

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

IN REPLY PLEASE REFER TO

April 5, 1954

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Mr. Robert W. Leufquist, Secretary
South Tillamook Coast Road Committee
Route 2, Box 77
TierraDel Mar Beach
Cloverdale, Oregon

Dear Mr. Leufquist:

Your letter of March 27, 1954 was not received in time to grant you a hearing before the State Highway Commission at its meeting on Thursday and Friday of last week to bring your brief for improvement of the Little Nestucca Secondary Highway.

Accordingly, I am reserving time for your group at the next regular meeting of the Commission which is scheduled to be held in Portland on Tuesday and Wednesday, May 11 and 12, 1954. Delegations will be heard on the second day of this two day meeting, Wednesday the 12th. I am reserving for your convenience fifteen minutes of time on that day, starting at 11:00 a. m., which I trust is satisfactory.

This meeting of the Commission will be held as usual in the Green Room on the first floor of the Imperial Hotel, Broadway at Stark Streets, Portland.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

Copy

HBG:jmc

cc: Commissioners ✓
R. H. Baldock ✓

NOTED
FORREST COOPER

REFERRED TO
Williams
By State Highway Engineer

Let us look over
~~this~~ the cost to do
this - and consider
it for the new program

South Tillamook Coast Road Committee
ROUTE 3
CLOVERDALE, OREGON

ASSOCIATE MEMBERS:
- SANDLAKE GRANGE
- TIERRA DEL MAR COMMUNITY CLUB
- PACIFIC CITY-WOODS CHAMBER OF COMMERCE
- ORETOWN GRANGE

AGENDA
MAY 12 1954

D

SOUTH TILLAMOOK COAST
ROAD COMMITTEE
R. W. LEUFQUIST
Rt. 2, Box 77 - TierraDel Mar Beach
CLOVERDALE, OREGON

Mar.27,1954,

Mr.H.B.Glaisyer, Secretary,
Oregon State Highway Commission,
Salem,Oregon.

Dear Mr.Glaisyer:

We wish to inquire at this time if there has been any further allotments of monies for highway improvements. It was our understanding that there would be some new allotments made this spring both by the State and Federal agencies.

Also we would ask that a delegation from this area be permitted to meet with the commission at there next meeting in Portland to present a brief pertaining to the improvement of the Little Nestucca Secondary Highway, which we have had under subject from time to time.

Yours very truly,

Robert W. Leufquist

RWL

Robert W.Leufquist,Sec'y

11:00 AM
May 12 1954

ANSWERED
H. B. GLAISYER

RECEIVED
MAR 31 1954
OREGON
STATE HIGHWAY COMMISSION

BEFORE THE STATE HIGHWAY COMMISSION
OF THE STATE OF OREGON

[illegible]

In the matter of improvements)
)
on)
)
The completion of grading and surfacing of the Little Nestucca Secondary Highway from Dolph, Oregon, to its connection with U.S.Highway No.101.)

BRIEF

The undersigned representative of various organizations in this area, residents of Tillamook County, urge the completion of the above project and in support of the above recommendation we offer the following comments:

1: By placing this highway in a suitable condition for travel it will cut some seven to ten miles from and to the recreational areas of Sand Lake, Tierra Del Mar, Woods and Pacific City and Neskowin, Oregon.

2: That this section of highway would be used to great advantage by commercial vehicles serving this area from and to valley points causing considerable saving of mileage and time consumed in transit.

3: There is a beautiful park area deeded by the County to the Forest Service, which could be further developed or improvedto the public if this project as recommended was completed to permit the natural flow of traffic in either direction.

4: Up to 1949 there had been spent some $296,396.49 for construction and maintenance and in the last two years some $200,000.00 has been spent for three new bridges and still with this expenditure this road is hardly usable.

5: There is one section of this secondary highway which which has some three miles of single lane road, with sharp dips, inclines and curves and no turnouts for long distances.

6: Over this portion of single lane road above mentioned there are numerous logging trucks that use this road and often necessitates having to back for long distances in order to allow vehicles to pass.

7: At Pacific City, Oregon there is a stste owned airport which would be more readily served by this proposed improvement.

8: In view of the foregoing facts we the undersigned heartily indorse the improvement of this road and urge thought, consideration and action by the Oregon State Highway Commission.

South Tillamook Coast
Road Committee

Roy C Dunn Pres.

Robert W [illegible] Sec'y

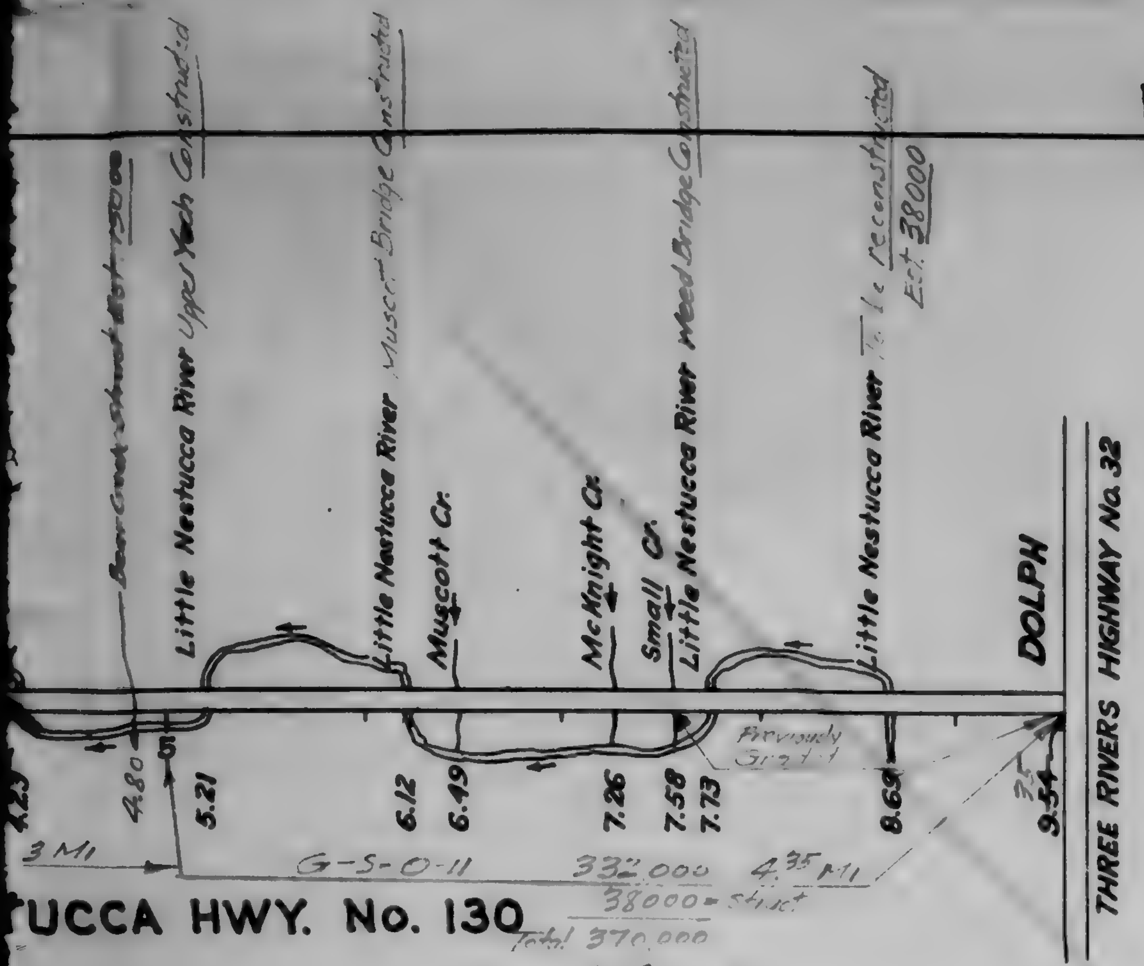
Associate members:

Oretown Grange No. 354.
Pacific City-Woods
Chamber of Commerce
Tierra Del Mar Community Club
Sand Lake Grange No. 546.

HIGHWAYS Nos. 130 & 131
TILLAMOOK COUNTY

HIGHWAYS No's. 130 & 131

TILLAMOOK COUNTY


Bear Creek Struct Est. 15000
Little Nestucca River Upper Yach Constructed
Little Nestucca River Muscott Bridge Constructed
Muscott Cr.
McKnight Cr.
Small Cr.
Little Nestucca River Wood Bridge Constructed
Little Nestucca River To be reconstructed Est. 38000
DOLPH
THREE RIVERS HIGHWAY No. 32
Previously Graded
4.23
4.80
5
5.21
6.12
6.49
7.26
7.58
7.73
8.69
9.35
9.54
3 Mi
G-S-O-11
332,000
4.35 Mi
38000 = struct

TUCCA HWY. No. 130

Total 370,000

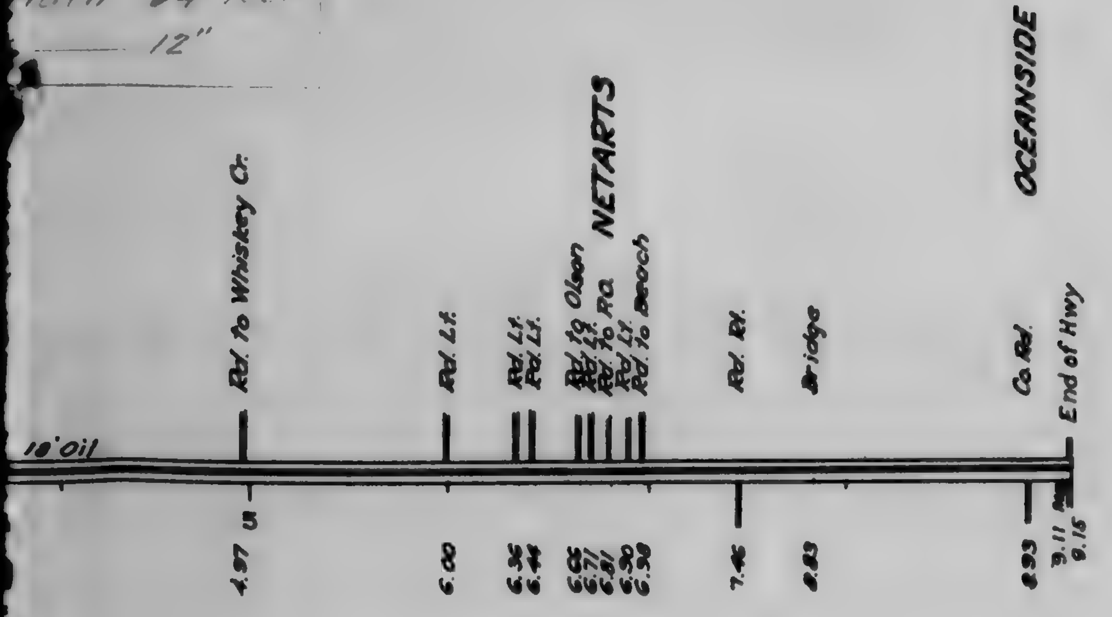
AC-415,

9.35 Miles 78,660 per mi.

" = 90,000 " "

idth 34 feet

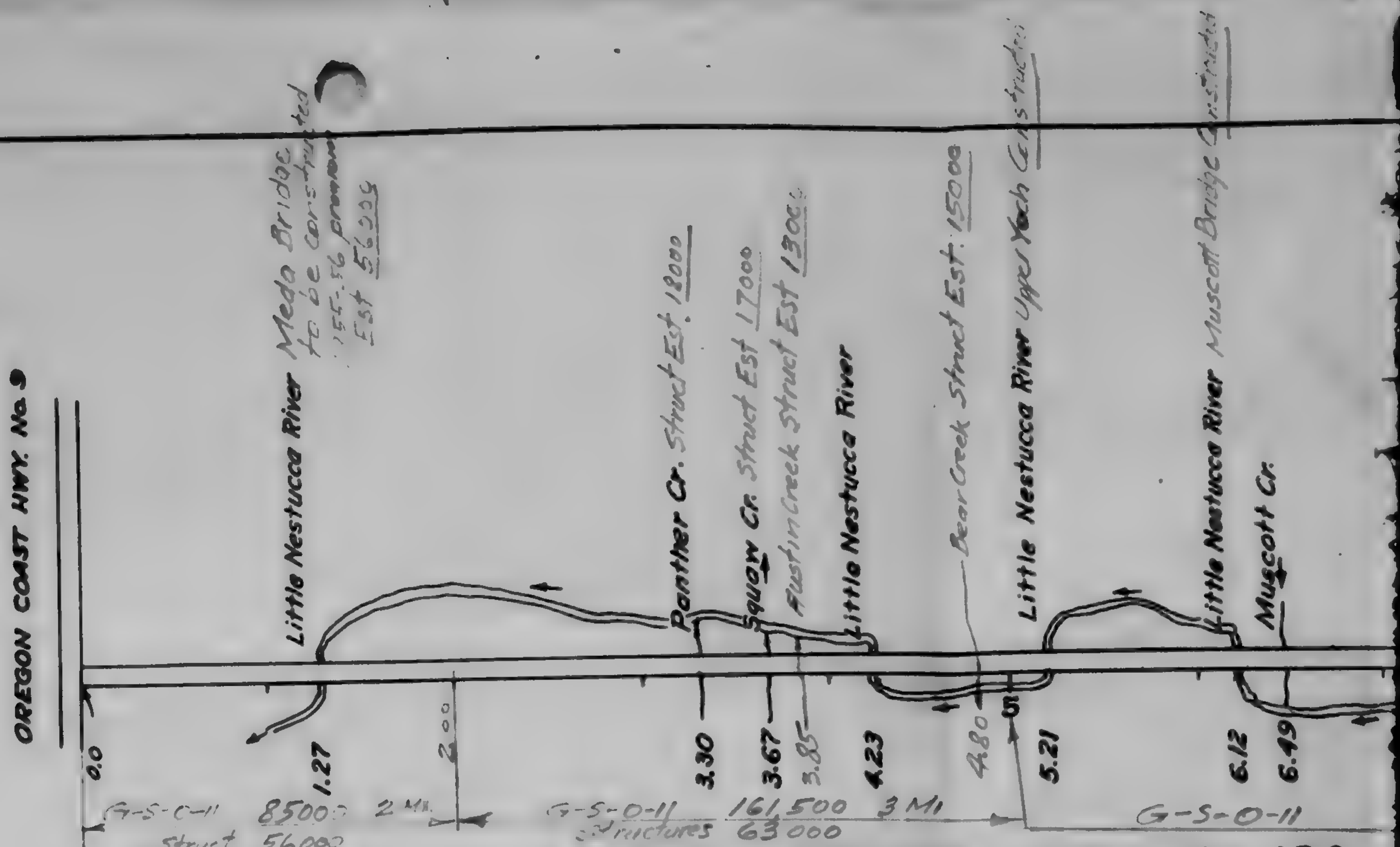
12"



TS HWY. No. 131

Nov., 1938

July, 1950


OREGON COAST HWY. No. 9
Little Nestucca River
Medo Bridge to be constructed 1955-56 program Est 56,000
Panther Cr. Struct Est 18000
Squaw Cr. Struct Est 17000
Austin Creek Struct Est 13000
Little Nestucca River
Bear Creek Struct Est 15000
Little Nestucca River Upper Yach Constructed
Little Nestucca River Muscott Bridge Constructed
Muscott Cr.
0.0
1.27
2.00
3.30
3.67
3.85
4.23
4.80
5
5.21
6.12
6.49
G-S-O-11 85000 2 Mi
Struct 56000
Total 141,000
G-S-O-11 161,500 3 Mi
Structures 63000
G-S-O-11

LITTLE NESTUCCA HWY. No. 130

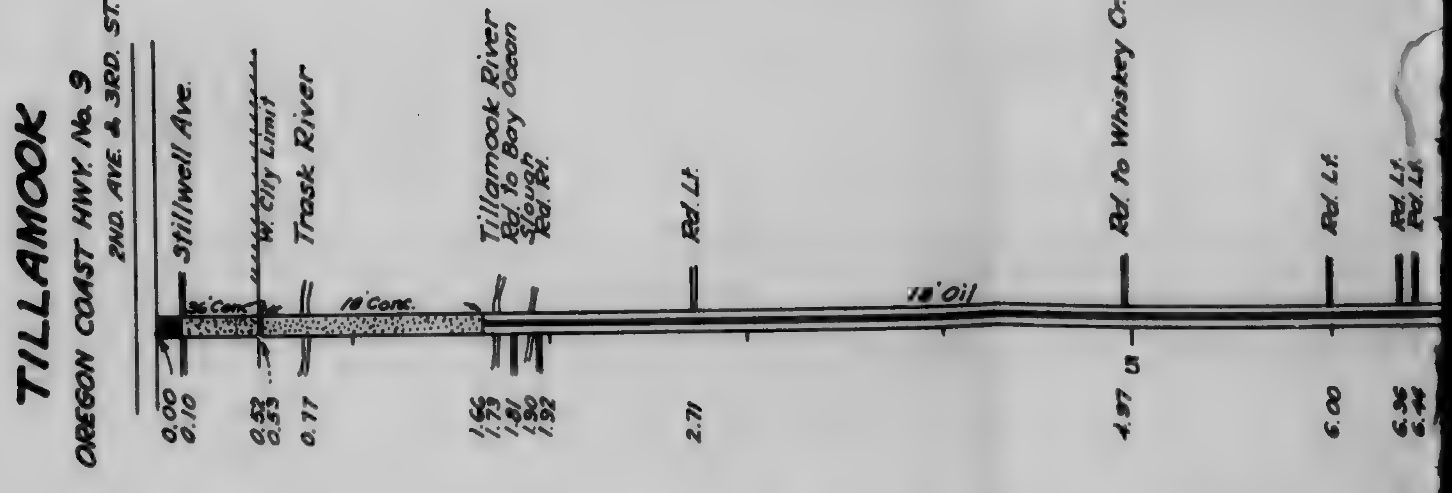
A.C - 165.000

Total 224,500
AC 260.000

Tot.
AC -

141,000
224,500
370,000
0-11 oil Total $735,500.00 9.35 Miles 78,660 per
3½" A.C. 840.000 " " = 90,000"

Subgrade width 34 feet
Surf & O-11 — 12"



NETARTS HWY. No. 131

30-1083 [illegible] Hill and Stanfiel Jct.- 1955
Catholic Mission
1363

RECEIVED
NOV 23 1955
FOR FILING

November 16, 1955

FINAL COST ANALYSIS

Rieth Hill & Stanfield Jct.-Catholic Mission Section
Contract No. 4363

Grading, Paving & Oiling
Vernie Jarl, Contractor
J. H. Walker, Resident Engineer

Old Oregon Trail Highway
Prefix: 30-1043

	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Drainage Excav., Unclass.	192.77	Cu.Yd.	$ 2.00	$ 1.93	$ 371.80	$ 385.54
General Excav., Unclass.	38,623.5	Cu.Yd.	.90	.85	32,801.74	34,761.15
Short Overhaul	148,075	Yd.Sta.	.01	0.0095	1,395.51	1,480.75
Long Overhaul	6,181.8	C-Yd.Sta.	.40	.38	2,334.37	2,472.72
18" C.M.P.	16	L.F.	4.00	3.11	49.79	64.00
48" C.M.P.	14	L.F.	20.00	12.92	180.84	280.00
72" C.M.P., Uncoated	14	L.F.	40.00	31.56	441.86	560.00
12" Concrete Pipe	102	L.F.	3.00	2.57	261.96	306.00
18" Concrete Pipe	165	L.F.	4.00	3.62	596.76	660.00
2½"-0 Rock in Base	4,044	Cu.Yd.	2.40	2.33	9,416.08	9,705.60
3/4"-0 Rock in Base & Shoulders	1,718	Cu.Yd.	2.40	2.74	4,718.44	4,123.20
Sprinkling	243.4	M-Gal.	3.00	1.99	484.92	730.20
*Prep. of Base	29.0	Miles	30.00	28.27	819.91	870.00
*Furn. & Place Aggregates	2,925	Cu.Yd.	3.60	3.53	10,336.94	10,530.00
*Hauling Aggregates	3,095	Yd.Mi.	.20	.18	562.23	619.00
*Place Aggregates	1,035	Cu.Yd.	1.00	0.91	940.25	1,035.00
*200-300 Asphalt	239.94	Tons	38.00	34.13	8,187.96	9,117.72
*Class "B" Asphaltic Concrete	3,358.405	Tons	7.25	7.17	24,087.58	24,348.44
*Extra for Asph. Conc. Approaches	3	Each	25.00	20.92	62.77	75.00
PA #1 78" C.M.P.	70	L.F.	45.00	40.48	2,833.35	3,150.00
PA #1 Excav. for Pipe	244.61	Cu.Yd.	2.00	1.49	363.09	489.22
*PA #2 MC-2 Asph. in Binder Course	31.21	Tons	42.00	37.31	1,164.41	1,310.82
*PA #2 3/4-0 Agg. in Binder Course	210	Cu.Yd.	3.20	3.14	660.17	672.00

NOTED
State Highway Engineer

Contract No. 4363

	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*PA #3 RS-1 Asph. in Tack Coat	6.83	Tons	$ 60.00	$ 50.92	$ 347.80	$ 409.80
*PA #4 121-150 Asph. in Seal Coat	55.06	Tons	38.00	35.68	1,964.75	2,092.28
					$105,385.28	$110,248.44

	Gross Revenue	Total Cost	Profit	% Profit
Vernie Jarl	$68,180.19	$66,364.56	$1,815.63	2.6%
Russell Olson	42,068.25	39,020.72	3,047.53	7.2%
	$ 110,248.44	$ 105,385.28	$4,863.16	4.3%

* Work Done by Russell Olson Construction Company

Gross Revenue	$ 110,248.44
Total Cost	105,385.28
Net Profit	$ 4,863.16

Net Profit equals 4.3% of Gross Revenue

Contract No. 4363

DETAIL OF COSTS

Vernie Jarl, Contractor

Labor				$ 15,926.44	
Labor Ins.				1,272.66	
Health & Welfare				571.41	$ 17,770.51
Materials:					
18" C.M.P.	16'	at	$ 2.65	$ 42.40	
18" **Bands**	1 each	"	2.65	2.65	
48" C.M.P.	14'	"	10.95	153.30	
48" Bands	1 each	"	10.95	10.95	
72" C.M.P.	14'	"	20.05	280.70	
72" Bands	2 each	"	40.10	80.20	
Extra for Strutting 72" C.M.P.				42.00	
78" C.M.P.	70'	at	31.98	2,238.60	
78" Bands	4 each	"	28.39	113.56	
12" Conc. Pipe	102'	"	1.00	102.00	
18" Conc. Pipe	165'	"	2.15	354.12	
Royalty on Aggregates			.10 per Cu.Yd.	1,158.40	
Aggregates	11,584c.y.	"	1.65	19,146.41	
Placing of Aggregates	595 c.y.	"	0.85	505.75	24,231.04
Equipment Rental & Misc. Supplies:					
Equipment Rental				18,221.39	
Gas, Oil & Grease				2,557.51	
Pl & Pd Ins.				226.47	
Explosives				2,175.33	
Bond				575.87	
Small Tools & Misc. Supplies				62.91	
Home Office & General Overhead				543.53	24,363.01

TOTAL COST - $ 66,364.56

DETAIL OF COSTS

Russell Olson Construction Company

Labor and Supervision					$10,695.13	
Labor Ins.					559.49	
						$ 11,254.62
Materials:						
200-300 Asphalt	239.94	Tons	at	$ 22.50	5,398.65	
85-100 Asphalt	191.95	"	"	22.50	4,318.89	
MC-2 Asphalt	31.21	"	"	25.25	788.05	
RS-1 Asphalt	6.83	"	"	24.885	169.96	
121-150 Asphalt	55.06	"	"	22.50	1,238.85	
Freight on Asphalt					4,409.91	
Fuel Oil (freight Included)	5,628	Gal.	"	0.126	709.30	
						17,033.61
Equipment Rental & Misc. Supplies:						
Equipment Rental Owned					4,866.15	
Equipment Rental Hired					4,125.10	
Gas, Oil, Grease					1,323.64	
Small Tools & Misc. Supplies					96.75	
Home Office & General Overhead					320.85	
						10,732.49
						$ 39,020.72

Remarks:

This was a "State Project" calling for the grade widening and asphalt paving of 2.56 miles of highway roadbed and the construction of 29.0 miles of Type 0-31 modified oil mat wearing surface on the Rieth Hill & Stanfield Jct.-Catholic Mission Sections of the Old Oregon Trail Highway in Umatilla County.

This project was bid and awarded March 2, 1955, work was started April 5, 1955, and was completed August 5, 1955.

The contractor moved in his equipment and started grading operations April 5, and were completed June 21. Grading was done with the following equipment: two D8 Cats & Scrapers, 1 D8 & Ripper, 1 D8 & Dozer, three T-Rockers, one 1 Yd. Shovel, one 600CFM Comp., one heavy Wagondrill and other equipment used for Maintenance. Excavation consisted of solid rock and dirt. The drilling and shooting of the rock cut was hampered somewhat by the Traffic as only small shots were used to allow only a short delay to the traveling public.

The grading operation was very efficient, equipment in good repair and under good supervision the contractor was able to realize a profit.

The contractor moved in his semi-portable crushing plant and set up in a private quarry, located ¼ mile north of M.P. 208 on the Old Oregon Trail Highway. This quarry was of a dice rock formation breaking small, but due to slow production caused by breakdowns, the contractor suffered a loss on the crushed materials.

The asphaltic concrete and 0-31 oil mat weaving surface was subcontracted to the Russell Olson Construction Co. The subcontractor, having good equipment and good production, realized a fair profit.

The prime contractor, though suffering a loss on the rock production, was able to realize a profit on the contract.

Oscar Cutler
Chief Cost Analyst

By - - C. E. Layton

RECEIVED
OCT 1[illegible] 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
October 6, 1955

(CONTRACT NO.) 4363

(EST. NO.) 5-Final

(CONTRACTOR) Varnie Jarl

(VOUCHER NO.) 20042

(WARRANT NO.) B-133386

(AMOUNT) $ 3,773.05

(DATE) 10/6/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: None

Completion Date: Aug. 5, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-7-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 7 1955

Ruth Rawlings

NOTED ON CARD
jl

RECEIVED
SEP 27 1955
FOR FILING

September 26, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract No. 4363 for work performed on the Rieth Hill & Stanfield Jct.-Catholic Mission of the Old Oregon Trail in Umatilla County was completed by the contractor, Vernie Jarl, on August 5, 1955, and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $3,773.05 will be released to the contractor on or after October 6, 1955. The total contract amount is $110,248.44, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ds

Noted on card DK.

RECEIVED
AUG 30 1955
FOR FILING

30 - 1343
42[illegible]

August 30, 1955

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

It is the intention of the State Highway Commission to release to Vernie Jarl a portion of the funds heretofore retained by the Commission on contract No. 4363, covering the Rieth Hill and Stanfield Jct.-Catholic Mission Section of the Old Oregon Trail in Umatilla County.

This payment in the amount of $45,873.93 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $3,293.05. The present payment will be released on or after September 9, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
gl

Form R-1—1006

W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 5, 1955, 19

Section Reith Hill & Stanfield Junction - Catholic Mission

Kind of work Grading, Paving & Oiling

Highway Old Oregon Trail

Section prefix 30-1043

Contractor Vernie Jarl

Contract number 4363

Date of contract March 2, 1955

Date of completion August 5, 1955

Date work started April 5, 1955

Estimated date of completion Completed, 19

Project authorization $112,479.75

Exclusive of Engineering $104,481.19

Per cent of time elapsed 85.7 %

Estimated cost of completed project, exclusive of engineering $123,759.18

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $7,998.56

Engineering cost to date $5,000.00, 62.5 %

Date project was completed August 5, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Contractor completed the project on friday of this week.

The heavier penetration oil was used in the seal from Sta. 1070 to 1243 and the work was watched closely as a comparison of the 200 - 300 penetration as against the 121 - 150 penetration in hot weather and under heavy traffic was desired. Results as far as the oil was concerned tended to show that the portion that was placed in the morning and up until about 3 PM which was the hotter portion of the day, seemed to stick the rock in a very satisfactory manner. About 3:30 PM the temperature lowered a little and a breeze came up and results were that the oil cooled faster and not as much of the rock stuck as was true earlier. It is estimated that the temperature was still above 70 to 75 during this period so the breeze may have had considerable to do with it. From what we have seen of it so far it is beleived that a better seal can be obtained, as long as the weather conditions are good, with the heavier oil, especially under heavy traffic.

Contractor placed shoulders and cleaned up the project thus completing it.

The office force worked on the final quantities and they are practically finaled out.

NOTED
W. L. WRIGHT

NOTED
FORREST COOPER

RECEIVED
1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed Resident Engineer

Address Pendleton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77000

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.56	2.56		29	2.56
Miles partially completed	2.56	2.56		29	2.56
Miles completed	2.56	2.56		29	2.56
Total estimated quantities	38,623.5 CY	5,562 CY		3,960 CY Aggr. 295.00 TonOil	3358 TonAC
Estimated quantities moved or placed to date	38,623.5 CY	5,562 CY		3,960 CY Aggr. 295.00 Ton Oil	3358 TonAC
Average daily quantities	Complete	Complete.		740 CY Agr. 55 Ton Oil	350 TonAC
Average daily quantities necessary to complete project on time	---	- -		- -	---
Number shifts per day	--	--		1	1
Hours per shift	--	--		9	9
Average force on project for week				14	14

Percentages of men employed on contract to be secured from: .... County, ...%. .... County, ...%; .... County, ...%; .... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers 1, Sheep-foot rollers ...., 6 Trucks 1, Scoopmobile 1, AC Plant.

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Warm		
Tuesday	Warm		
Wednesday	Warm		
Thursday	Warm		
Friday	Warm		
Saturday			

RECEIVED
APR 7 1955
FOR FILING

30 - 16[illegible]
4363

April 6, 1955

Mr. Vernie Jarl
P. O. Box 507
Gresham, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4363, which was awarded to you on March 2 by the State Highway Commission, covering the Rieth Hill and Stanfield Junction-Catholic Mission Section of the Old Oregon Trail in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAR 4 1955
FOR FILING

31-1643
4363

March 4, 1955

Mr. Vernie Jarl
Box 507
Gresham, Oregon

Dear Sir:

The State Highway Commission on March 2, 1955 awarded to you State Highway Contract No. 4363 for grading, paving, and reoiling the Rieth Hill and Stanfield Junction-Catholic Mission Sections of the Old Oregon Trail in Umatilla County.

This award was based on your bid of $95,979 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

30-160 [illegible] [illegible] mar 31 19[illegible]
364

RECEIVED
JUN 24 1955
FOR FILING
30-1603

R H Baldock

June 16th, 1955

FINAL COST ANALYSIS
Guard Rail
T. W. Thomas, Contractor
W. S. Hodge, Resident Engineer

Sand Station Section
Contract #4364

Columbia River Highway
Prefix 30-1603

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Metal Guard Rail	1,558	L.F.	$2.05	$2.05	$ 3,194.22	$3,193.90
PA #1, Remove, Haul & Pile Sight Posts	35	Each	1.00	0.62	21.63	35.00
					$ 3,215.85	$3,228.90

Gross Revenue	$3,228.90
Total Cost	3,215.85
Net Profit	$ 13.05

Net Profit Equals .4% of Gross Revenue

RECEIVED
MAY 17 1955

Detail of Cost

Labor:

Labor & Supervision	$ 707.98	
Labor Insurance	41.81	
Health & Welfare	18.75	$ 768.54

Materials:

Metal Guard Rail	1,550 Lin. Ft. at $1.38	$2,139.00	
End Wings	4 Each " 3.25	13.00	
Paint	30 Gal. " 3.75	112.50	
Thinner	7 " " 0.40	2.80	
Explosives	1 Box Powder at 10.00	10.00	
Caps	120 Each at 0.18	21.60	
Paint Brushes		17.05	2,315.95

Equipment Rental & Misc. Supplies:

Equipment Rental	$ 32.80	
Gas, Oil & Grease	31.40	
Bond	15.38	
Small Tools & Misc. Supplies	19.50	
Home Office & General Overhead	32.28	131.36

Total Cost........................ $3,215.85

MAY 17 1955

Remarks:

This was a "State Project" calling for construction of 1,558 lineal feet of metal guard rail. The contract was bid and awarded March 2nd, 1955. Work started March 14th, and was completed March 24th, 1955.

The contractor moved on the job with three men. The equipment used consisted of hand shovels and pry bars. All the holes were dug by hand; some, being hard to dig due to large rock, were blasted.

With good progress and supervision, the contract, though having a low bid price for a small quantity of work, permitted the contractor to break even.

Oscar Cutler
Chief Cost Analyst

By . . C. E. Layton

RECEIVED
MAY 17 1955

~~FOR FILING~~

30 - 1603

~~(CONTRACT NO.)~~ 4364

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 12, 1955

	(EST. NO.)	(CONTRACTOR)
4364	1-Final	T. W. Thomas

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
9248	R-122347	$ 3,228.90	5/11/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: June 30, 1955

Time Extensions: ~~to April 13, 1955~~

Completion Date: March 24, 1955

Date Accepted: April 13, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 5-16-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible]

Ruth Rawlings

RECEIVED
MAY 5 1955
FOR FILING

30-1663

May 5, 1955

REGISTERED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4364 for constructing guard rail on the Sand Station Section of the Columbia River Highway in Umatilla County was completed by the contractor, T. W. Thomas, on March 24 and was formally accepted by the Highway Commission on April 13, 1955.

Final payment in the amount of $3,228.90 will be released to the contractor on or after May 16, 1955. The total contract amount is $3,228.90 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
APR 7 1955
FOR FILING

30-1603
4364

April 6, 1955

Mr. T. W. Thomas
10248 N. E. Holladay St.
Portland 16, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4364, which was awarded to you on March 2 by the State Highway Commission, covering guard rail on the Sand Station Section of the Columbia River Highway in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

Form E-1—10M

3

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report #2 Final

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 26, 1955

Section	Sand Station	Kind of work	Guard Rail
Highway	Columbia River	Section prefix	30-1603
Contractor	T. W. Thomas	Contract number	4364
Date of contract	March 2, 1955	Date of completion	June 30, 1955
Date work started	March 14, 1955	Estimated date of completion	March 24, 1955
Amount of contract	$ 3,075.00	Per cent of time elapsed	19.2 %

Estimated cost of completed project, exclusive of engineering $ 3,193.90

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 198.79, 80.8 %

Date project was completed March 24, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Began project March 14, and completed in good shape March 24.

NOTED
H. G. SMITH

NOT
OSCAR

RECEIVED
MAR 26 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed H. L. Hodge

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	Guard Rail	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities	1,550				
Estimated quantities moved or placed to date	1,550				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Cloudy-showers		
Tuesday	Windy-cool		
Wednesday	Windy-cloudy		
Thursday	Cloudy		
Friday	Cloudy-cool		
Saturday	Cloudy		

State Printing

RECEIVED
MAR 4 1955
FOR FILING

30-1602
4364

March 4, 1955

Mr. T. W. Thomas
10248 N. E. Holladay Street
Portland, Oregon

Dear Sir:

The State Highway Commission on March 2, 1955 awarded to you State Highway Contract No. 4364 for Sand Station Guard Rail project on the Columbia River Highway about 12 miles northeast of Umatilla in Umatilla County.

This award was based on your bid of $3,075 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

[illegible]-317 Irrigon-Cold [illegible] 195[illegible]
Production
4365

RECEIVED
SEP 13 1955
FOR FILING

September 2nd, 1955

Irrigon-Cold Springs Section
Contract #4365

30-8317
4365

FINAL COST ANALYSIS

Columbia River, Hermiston & Pendleton-Cold Springs Hwys.
Rock Production
Prefix 30-8317

Arthur Simonsen & Co., Contractor
C. C. McKinney, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-½" Cr. Rock in S.P.	3,185.09	Cu. Yd.	$2.25	$1.67	$ 5,334.59	$ 7,166.45
½"-¼" Cr. Rock in S.P.	2,567.95	" "	2.25	1.67	4,301.00	5,777.89
¼"-#10 Cr. Rock in S.P.	1,482.71	" "	2.25	1.67	2,483.39	3,336.10
½"-#10 Cr. Rock in S.P.	1,914.85	" "	2.10	1.67	3,207.15	4,021.19
S.P. Haul Adjustment, Favor of State	473.2	Yd. Mi.	.10			- 47.32
					$15,326.13	$20,254.31

Gross Revenue	$20,254.31
Total Cost	15,326.13
Net Profit	$ 4,928.18

Net Profit Equals 24.3% of Gross Revenue

NOTED
State Highway Engineer

Detail of Cost

Labor:		
Labor & Supervision	$3,922.77	
Labor Insurance	258.90	
Welfare Fund	148.24	
		$ 4,329.91
Equipment Rental & Misc. Supplies:		
Equipment Rental	$5,886.68	
Gas, Oil & Grease	1,331.26	
P.L. & P.D. Insurance	167.20	
Bond	151.90	
Small Tools & Misc. Supplies	91.45	
Subcontract for Drilling & Shooting Quarry	3,202.71	
Home Office & General Overhead	127.66	
P.U.C.	37.36	
		10,996.22
Total Cost		$15,326.13

Breakdown of Crushing Cost

	Quantity	Unit	Total Cost	Unit Cost
Move In & Set Up	9,150.60	Cu. Yd.	$ 278.49	$0.03
Drill & Shoot	"	" "	3,202.71	0.35
Haul to Crusher	"	" "	2,779.42	0.30
Crushing	"	" "	5,498.40	0.60
Haul to Stockpile	"	" "	2,947.18	0.32
Stockpile	"	" "	619.93	0.07
				$1.67

Remarks:

This was a "State Project" for crushing and stockpiling 9,150.60 cu. yds. of crushed rock for maintenance. The contract was bid and awarded March 2nd, 1955. Work started March 15th and was completed May 13th, 1955.

The contractor used the rock quarry designated by the State located on the northerly side of and adjacent to the Columbia River Highway at M.P. 190.3.

The contractor subcontracted the drilling and shooting of the quarry for $0.35 per cu. yd. While the subcontractor was drilling the quarry the prime contractor was moving in and setting up his three-crusher, portable crushing plant and started crushing May 28th. Only one 8-hour shift was worked during the crushing operation. The contractor was hampered somewhat at first with breakdowns and screen trouble, but after repairing the plant and correcting the screen sizes the plant ran very efficiently. One ½-yard shovel and two 5-yard dump trucks were used to haul and feed the crusher; four 5-yard trucks were used to haul to stockpile; one D-6 cat and dozer was used around the plant and to shape stockpiles.

This was a good quarry, the rock breaking small. The 9,150.60 cu. yds. were produced in approximately 170 hours crushing time for an average of 53.8 cu. yds. per hour.

The contractor with good bid prices and production was able to show a good profit.

Oscar Cutler
Chief Cost Analyst

By . . C. E. Layton

EIVED
JUL 11 1955
OR FIL

30 5317

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 5, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4365	4-Final	Arthur Simonsen & Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
12891	R-125957	$ 607.63	7/1/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1955

Time Extensions: None

Completion Date: May 13, 1955

Date Accepted: June 30, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-6-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

NOTED ON CARD
gl

RECEIVED
JUN 16 1955
FOR FILING

[illegible]317
[illegible]

June 16, 1955

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4365 for rock production on the Irrigon-Cold Springs Section of the Columbia River-Hermiston and Pendleton-Cold Springs Highways in Umatilla and Morrow Counties was completed by the contractor, Arthur Simonsen & Co., on May 13, 1955 but has not as yet been accepted by the Commission.

Final payment in the amount of $607.63 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $20,254.31 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as the surety on the performance bond furnished by the contractor on this project.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

cc: Portland Branch Office

NOTED ON CARD

B

RECEIVED
MAY 27 1955
FOR FILING

30-8317
4365

May 27, 1955

REGISTERED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Arthur Simonsen & Co. on contract No. 4365, covering Rock Production on the Irrigon-Cold Springs Section of the Columbia River-Hermiston & Pendleton-Cold Springs Highways in Umatilla and Morrow Counties. This payment, in the amount of $5,112.43 will be released to contractor on or after June 6, 1955. The retained percentage is $607.63.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

5-27-55
rn

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 20, 1955, 19

Section Irrigon - Cold Springs

Highway Columbia River, Hermiston Pendleton - Cold Springs

Contractor Arthur Simonsen & Co.

Date of contract 3/2/55, 19

Date work started 3/15/55, 19

Project authorization $ 23.186.25

Exclusive of Engineering $ 21,537.45

Kind of work Rock Production

Section prefix 30-8317

Contract number ~~4366~~

Date of completion 9/30/55, 19

Estimated date of completion 5/13/55, 19

Per cent of time elapsed 33.9 %

Estimated cost of completed project, exclusive of engineering $ 20,301.63

Per cent of contract completed, based on total contract price 101.5 %

Engineering authorization $ 1648.80

Engineering cost to date $ 1648.80, 100 %

Date project was completed 5 - 13, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi-Final Estimate was completed and forwarded to the Division Office this week.

RECEIVED 1955

Signed C. C. McKinney

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			9000 cy		
Estimated quantities moved or placed to date			9150.6 cy		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
APR 7 1955
FOR FILING

20-8317
4365

April 6, 1955

Arthur Simonsen & Co.
2925 Grandview Drive
Baker, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4365, which was awarded to you on March 2 by the State Highway Commission, for rock production on the Irrigon-Cold Springs Section of the Columbia River, Hermiston and Pendleton-Cold Springs Highways in Umatilla and Morrow Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAR 4 1955
FOR FILING

30-8317
4365

March 4, 1955

Arthur Simonsen & Co.
2925 Grandview Drive
Baker, Oregon

Gentlemen:

The State Highway Commission on March 2, 1955 awarded to you State Highway Contract No. 4365 for Irrigon-Cold Springs Rock Production project on the Columbia River, Hermiston and Pendleton-Cold Springs Highways in Umatilla and Morrow Counties.

This award was based on your bid of $20,010 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

[illegible] 1955
[illegible] Project

RECEIVED
APR 25 1956
FOR FILING

130-4218

April 23rd, 1956

FINAL COST ANALYSIS

Weston Mt.-Little Phillips Creek Reoiling Weston-Elgin Highway
Contract #4366 Russell Olson Construction Co., Contractor Prefix 130-4218
C. D. Cannon, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	21.7	Mile	$30.00	$14.65	$ 317.78	$ 651.00
200-300 Asphalt	312.21	Ton	40.00	35.75	11,162.28	12,488.40
Hauling Aggregates	27,402.5	Yd. Mi.	0.12	0.127	3,477.59	3,288.30
Placing Aggregates	3,710	Cu. Yd.	0.80	0.75	2,774.66	2,968.00
					$17,732.31	$19,395.70

Gross Revenue	$19,395.70
Total Cost	17,732.31
Net Profit	$ 1,663.39

Net Profit Equals 8.57% of Gross Revenue

Detail of Cost

Labor:			
Labor & Supervision		$3,867.18	
Labor Insurance		206.67	
Health & Welfare		7.86	
			$ 4,081.71
Materials:			
200/300 Asphalt	312.21 Ton at $22.50	$7,024.72	
Freight on Asphalt		3,269.16	
			10,293.88
Equipment Rental & Misc. Supplies:			
Equipment Rental, Owned		$1,807.51	
" " , Hired		339.74	
Gas, Oil & Grease		907.75	
Bond		145.45	
Small Tools & Misc. Supplies		33.82	
Home Office & General Overhead		122.45	
			3,356.72
Total Cost........................			$17,732.31

Remarks:

This was a "State Project" calling for the construction of 21.7 miles of oil mat wearing surface, Type 0-30. The contract was bid and awarded May 2nd, 1955. Work started July 21st and was completed July 29th, 1955.

The contractor moved in his equipment, which consisted of one #12 blade, two 10-ton, 3-wheel rollers, one 3/8-yard shovel, one power broom, seven 5-yard trucks, one 1,500-gal. distributor, one retort, equipment for maintenance and two hired 5-yard trucks, and started oiline July 21st, The contractor completed the work on July 29th, losing three days, one day due to rain and the other two on the weekend for an average of 3.6 miles completed per day. The contractor shows a small loss on his haul but did realize a good profit on the total project.

R. D. Asburry
Chief Cost Analyst

By . . C. E. Layton

RECEIVED
SEP 19 1955
FOR FILING
130-4218

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 13, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4366	2-Final	Russell Olson Constr. Co., Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18590	R-131923	$ 581.87	9/13/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 8-31-55

Time Extensions: none

Completion Date: 8-1-55

Date Accepted: 8-11-55

Penalties: none

Claims: none

Remarks:

Date: 9-15-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 16 1955

Ruth Rawlings

NOTED ON CARD

RECEIVED
SEP 6 - 1955
FOR FILING

[illegible]
4366

September 6, 1955

CERTIFIED MAIL

The Home Indemnity Co.
L. M. Thompson, Manager
520 Lumbermens Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 4366 for reoiling on the Weston Mountain-Little Phillips Creek Section of the Weston-Elgin Highway in Umatilla and Union Counties was completed by the contractor, Russell Olsen Construction Co.,Inc., on August 1 and was formally accepted by the Highway Commission on August 11, 1955.

Final payment in the amount of $581.87 will be released to the contractor on or after September 16, 1955. The total contract amount is $19,395.70 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc:

NOTED ON CARD

4218

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 6, 19 55

Section Weston-Mt. - Little Phillips Creek

Kind of work

Highway Weston-Elgin

Section prefix 130-4218

Contractor Russell Olson Const. Co.

Contract number 4366

Date of contract March 2, 19 55

Date of completion August 31, 19 55

Date work started July 21, 19 55

Estimated date of completion August 2, 19 55

Project authorization . . . . $ 37,182.38

Exclusive of Engineering . . . . $ 34,538.30

Per cent of time elapsed 99 %

Estimated cost of completed project, exclusive of engineering . . . . $ 30,044.00

Per cent of contract completed, based on total contract price . . . . 86 %

Engineering authorization . . . . $ 2644.08

Engineering cost to date $ 1900, 72 %

Date project was completed August 1, 19 55

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Oiling completed July 29; Maintenance of project completed and equipment moved from project Monday Aug. 1.

FINAL REPORT

NOTED
W. T. WRIGHT

Signed

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77090

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
es in project				21.7	
s partially completed				— , —	
es completed				21.7	
tal estimated quantities				312.21 tons 3710 CY	
imated quantities moved or placed to date				312.21 tons 3710 CY	
verage daily quantities				39 tons 464 CY	
verage daily quantities necessary to complete project on time				Completed	
mber shifts per day				1	
ours per shift				12	
verage force on project for week				——	

ercentages of men employed on contract to be secured from: .... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	FAIR		
Monday	"		
Tuesday	"		
Wednesday			
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
APR 7 1955
FOR FILING

130-4218
4366

April 6, 1955

Russell Olsen Construction Co.,Inc.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4366, which was awarded to you on March 2 by the State Highway Commission, for reoiling on the Weston Mountain-Little Phillips Creek Section of the Weston-Elgin Highway in Umatilla and Union Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

ECEIVED
MAR 4 1955
OR FILING

180-4218
4366

March 4, 1955

Russell Olsen Construction Co., Inc.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

The State Highway Commission on March 2, 1955 awarded to you State Highway Contract No. 4366 for reoiling Weston Mountain-Little Phillips Creek Section on the Weston-Elgin Highway in Umatilla and Union Counties.

This award was based on your bid of $21,571 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

S-264(3) Little Cr.-Estacada Sec., 1955
Woodburn-Estacada Hwy.
#4367

RECEIVED

S-[illegible]

4367

OREGON STATE HIGHWAY DEPARTMENT
(date)

Nov. 13, 1958

(CONTRACT NO.) (EST. NO.) (CONTRACT0R)

4367 14 Final Edwin C. Gerber
(VOUCHER NO.) (WARRANT NO.) (AMOUNT) (DATE)

26239 H228208 $4,845.57 11/13/58

r. H. B. Glaisyer:

he warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is uthorized.

G. R. Winchcombe
ACCOUNTING DIVISION

---

pecified completion date:	Oct. 15, 1955
me Extensions:	July 29, 1957
ompletion Date:	July 29, 1957
ate Accepted:	Sept. 12, 1957
enalties:	None of record
laims:	None of record
emarks:	

---

ate: Nov. 13, 1958

o the Accounting Division:

elease of the above warrant is hereby authorized

Floyd Query
H. B. Glaisyer
Secretary

arrant Mailed: NOV 13 1958
GRW

NOTED ON CARD

RECEIVED
OCT 13 1958
FOR FILING

1264(3)

4367

file

October 6, 1958

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Attention: Mr. Stan Maves
Claims Department

Dear Mr. Maves:

This is to acknowledge your letter of October 1, 1958 regarding final payment to Edwin C. Gerber in connection with State Highway Contract No. 4367, for paving the Little Creek-Estacada Section of the Woodburn-Estacada Highway, Clackamas County.

It is noted that you have no objection to the release of the final payment to Mr. Gerber in connection with this job. The information is being transmitted to our Chief Auditor for his use when the conditions that necessitated the withholding of this payment have been satisfied and the final warrant is ready for delivery to the contractor.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: C. H. Maison (2)
Floyd Query

REFERRED TO Query — Mrs. Middleton
BY SECRETARY
note on card

NOTED ON CARD
EW

7.0c

H. K. DENT
CHAIRMAN OF THE BOARD
W. L. CAMPBELL
PRESIDENT

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
SAFECO® INSURANCE COMPANY OF AMERICA
GENERAL LIFE COMPANY OF AMERICA
HOME OFFICE — SEATTLE 5, WASHINGTON

PORTLAND SERVICE OFFICE
TEL: CA. 8-3123
LINCOLN BUILDING
PORTLAND 4, OREGON
209 S. W. 4TH AVENUE

October 1, 1958

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Dear Mr. Glaisyer:

File No. 36-071,053 - Edwin C. Gerber, Insured
Bond No. 286756 - Contract No. 4367

Many thanks for your letter of September 23, 1958.

Since the statutory time for filing claims on this contract against our bond expired on March 11, 1958, it becomes unnecessary for us to maintain an open claims file on this matter. Accordingly, we are closing our file.

At such time as the final payment on this contract is made, this is your authority to direct the check to our principal, Edwin C. Gerber, and mail it direct to him. We are no longer involved.

We take this opportunity to thank you for your courtesies extended in this matter.

Very truly yours,

Stan Maves
Stan Maves
CLAIMS DEPARTMENT

jb

RECEIVED
OCT 3 1958
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

NOTED ON CARD
em

RECEIVED
SEP 23 1958
FOR FILING

S-[illegible]

4367

September 23, 1958

General Casualty Company of America
Lincoln Building
209 S. W. 4th Avenue
Portland 4, Oregon

Attention: Mr. Stan Maves
Claims Department

Dear Mr. Maves:

Just received is your letter of September 22, 1958 regarding State Highway Contract No. 4367, awarded to Edwin C. Gerber, for paving the Little Creek-Estacada Section of the Woodburn-Estacada Highway, Clackamas County. In the third paragraph thereof you inquire whether or not J. C. Compton Company and the Collins Concrete Company have ever filed claims against this contract with the State Highway Commission or the Secretary of State.

I have checked the records carefully and fail to find where a claim has been filed with the State Highway Department by either of these concerns, although on August 18, 1958 we received a letter from the J. C. Compton Company indicating that they did have a claim against this job but the amount thereof was not stated. Whether or not a claim has been filed with the Secretary of State I cannot advise you definitely; however, I am inclined to believe that neither of these concerns made such a filing. Had they filed claims with the Secretary of State we would have been notified and would have been furnished copies of the claims as that is the arrangements that I made with the Secretary of State many years ago and they have followed the procedure of notifying us ever since.

You also inquire whether or not this contract has been formally accepted by the State Highway Commission and if so the date of the formal acceptance. The records show that the job was completed July 29, 1957 and was formally accepted by the State Highway Commission on September 12, 1957. I believe that you will find in your files my letter of October 28, 1957 advising you to that effect.

Final payment has not as yet been made for the work performed on this job. We are ready to pay the final estimate, including retained percentage, as soon as Mr. Gerber signs the final voucher, which he has had for sometime, and return it to this office. Pursuant to previous instructions the warrant covering the final payment will be mailed to the General Casualty Company of America, attention yourself, when it is released.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
SAFECO INSURANCE COMPANY OF AMERICA
GENERAL LIFE COMPANY OF AMERICA
HOME OFFICE — SEATTLE • WASHINGTON

H. K. DENT
CHAIRMAN OF THE BOARD
W. L. CAMPBELL
PRESIDENT

PORTLAND SERVICE OFFICE
TEL: CA. 8-3123
LINCOLN BUILDING
PORTLAND 4, OREGON
209 S. W. 4TH AVENUE

September 22, 1958

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Dear Mr. Glaisyer:

File #36-071,053 - Edwin C. Gerber, Insured
Our Bond #286756 - Contract #4367

You will undoubtedly recall there has been previous correspondence regarding the above referred to subject, wherein you advised us of certain claims being filed against this project, and our Mr. Donald E. Spickard wrote you on September 9, 1957 requesting you to send to us, as surety, the semi-final and final payments. We did this at the request of our principal in order that we could make certain that the balance of the moneys due or to become due under this contract would be used for the discharging of the obligations incurred.

The semi-final payment was received and disbursed to some of the various creditors. This was done by our principal under our supervision. Creditors who had filed claims prior to receipt ~~prior to receipt~~ of the semi-final payment were satisfied, along with a few other creditors who had not filed at that time.

The two remaining unpaid creditors on this contract that we are aware of are J. C. Compton Company and the Collins Concrete Company. They have never contacted us for payment nor are we aware of any claims filed by them. Will you please advise us if these two creditors have ever filed claims with the Highway Commission or the Secretary of State for indebtedness due them on this contract?

Also, will you please advise us if this contract has been formerly accepted by the Highway Commission, and if so, the date of formal acceptance.

We thank you in advance for your courtesy in reply hereto.

Very truly yours,

Stan Maves

Stan Maves
CLAIMS DEPARTMENT

lr

RECEIVED
SEP 23 1958
OREGON
[illegible]

ANSWERED
H. B. GLAISYER

RECEIVED
AUG 20 1958
FOR FILING
S-264(3)
4367

August 19, 1958

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

Your letter of August 18, 1958, was received in this morning's mail asking the date of the final payment and name of bonding company covering our State Highway Contract #4367.

The final estimate has not been paid. The project was completed July 29, 1957, and accepted by the Commission on September 12, 1957. The six months period has expired for filing a claim, however, we enclose excerpts explaining Actions on Bonds.

The Surety is General Casualty Company of America and the Agent, Victor S. Risley Company, 223 Board of Trade Building, Portland, Oregon.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

Floyd Query
Assistant Secretary

CWH:mc

Enc.

[illegible],

Prepare a reply please

I.E.

[illegible] to see if the bonding [illegible] on this job

Surety General Casualty Co. of Ame-
Agent Victor S. Risley Co.
223 Board of Trade Bldg.
Portland

PTON CO.
GENERAL CONSTRUCTION
Telephone 1061
LE, OREGON

18,1958

Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Please refer this letter to the proper department.

We would like to inquire about State Contract #4367, Little Creek-Estacada Section. Under a sub-contract to E. C. Gerber, we completed the paving of this section in the spring of 1957 and have not received all our money for this work.

We would appreciate your giving us the date of the final estimate payment, if it has been paid, and the name of the bonding company covering this contract.

Respectfully

J. C. COMPTON CO.

J. C. Compton

J. C. Compton

RECEIVED
AUG 19 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

J. C. COMPTON CO.
HIGHWAY CONSTRUCTION GENERAL CONSTRUCTION
Home Office—Telephone 1061
McMINNVILLE, OREGON

August 18,1958

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Please refer this letter to the proper department.

We would like to inquire about State Contract #4367,Little Creek-Estacada Section. Under a sub-contract to E. C. Gerber, we completed the paving of this section in the spring of 1957 and have not received all our money for this work.

We would appreciate your giving us the date of the final estimate payment, if it has been paid, and the name of the bonding company covering this contract.

Respectfully
J. C. COMPTON CO.
J. C. Compton
J. C. Compton

RECEIVED
AUG 19 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
APR 11 1958
FOR FILING

[illegible]-264 ([illegible])

4[illegible]1

April 10, 1958

Mr. E. C. Gerber
Route 5, Box 505
Oregon City, Oregon

Dear Sir:

Pursuant to your visit to my office March 26, 1958, regarding a claim you have made in connection with the production of crushed materials on the Little Creek-Estacada Project, Contract No. 4367, I have reviewed the matter with the following conclusions:

1. You were advised from time to time during the course of the crushing operation that the material produced would not meet specifications with regard to P.I. and/or excessive fines.

2. You were instructed to bring the material within the specification limits.

3. One of the more obvious ways for accomplishing this would be by the scalping out of the material containing the P.I.

4. I am unable to verify your statements to me that representatives of the State Highway Department specifically instructed you to scalp this material as a corrective measure. It is, of course, presumed that any discussion of ways and means of correcting the P.I. would certainly include scalping as a corrective measure.

This foregoing review of your claim leads me to believe that the position of this Department in regard to this claim was expressed to you by Tom Edwards' letter of April 23, 1957 in which the claim was denied.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

LHY:AR hi

FORM E-90 50M 8-57—6583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 31, 1958

SUBJECT: Little Creek-Estacada Section
Woodburn-Estacada Secondary
Contract No. 4367

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Reference is made to your letter of March 26th regarding Edwin C. Gerber's claim for additional compensation on the subject named project.

Mr. Gerber's claim arose from the fact that he was requested to scalp in order to produce specification material. At the time the job was let Mr. Gerber did not contemplate that such scalping would be necessary and, I might add, that was the general opinion within the department also. However, it developed that excessive P.I. occurred in the material and he had to use progressively larger scalping screens until he was using 1½-inch scalping screens. This resulted in his wasting of 19,600 cubic yards of reject in connection with his production of approximately 39,000 cubic yards of crushed material.

On April 23, 1957 I answered Mr. Gerber's letter of claim dated February 1, 1957. I am attaching hereto a copy of the same. Since that time Mr. Gerber has carried on no further negotiations with the Construction Department, but I understand he has been in several times to see yourself or Mr. Williams with regard to this. We have no additional information in this office that would lead me to believe that my reasons for denying the claim as of April 23rd were not valid as of this date. Mr. Williams called me at one time about the Gerber claim and said that one of Gerber's arguments for being paid for this scaling was that L. H. Young, Assistant Construction Engineer, discussed the scalping with him at the gravel pit and instructed him to do this scalping work. In this particular instance Mr. Gerber is totally wrong as Mr. Young advises that he has never even been to the gravel pit and has only met Mr. Gerber one time, that being in this office. We thought that perhaps, by reason of similarity of names, that Mr. Gerber could have confused Bill Hill with Hil Young. Mr. Hill was queried about making any statement to Mr. Gerber and he denies ever having talked to Mr. Gerber. We are, therefore, unable to establish that any specific instructions were given to Mr. Gerber for the correction of the excessive P.I. He was told that the material was unsatisfactory without the removal of that material causing the P.I. and he elected to correct it by the scalping method.

Due to the lack of any additional information, I cannot change my recommendation that Gerber's claim be denied.

RECEIVED
MAR 31 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Tom Edwards
Construction Engineer

Attach.

Sec. 161

April [illegible], 1957

Mr. E. C. Garber
Route 5, Box 505
Oregon City, Oregon

Dear Sir:

We are in receipt of Price Agreement No. 2 on the Little Creek-Estacada Section, Woodburn-Estacada Secondary Highway, Contract No. 4367, which had been negotiated by the field forces in response to your letter of February [illegible], 1957 concerning scalping of materials.

The specifications covering the production of crushed materials on this job were essentially the same as on any job. The absence of a specific mention of a requirement to scalp is not considered significant. The special provisions by reference make Sections 2.11 and 2.15 of the general provisions a part of them and I call your attention particularly to Sections 2.11.8 and 2.15.7. This job, as you are aware, had a long history of production of marginal or unsuitable materials which was due primarily to excessive P.I. and/or excessive fines. There was considerable correspondence having its origin in this fact in which it was directed that the material be cleaned up and made suitable. One of the more obvious ways for the elimination of objectionable P.I. and fines is by scalping. The fact that the contractor had to progressively increase the size of the scalping screen and, by so doing, increased the amount of the material he had to handle is an operational problem required by the necessity to produce specification materials.

I cannot, therefore, find any basis for approval of the agreement.

Very truly yours,

Tom Edwards
Construction Engineer

NOTED
E. A PEASE

TE:AR

cc to: A. C. Shelton

B

[illegible] H. Young

2/1/37

Oregon State Highway Commission
Salem, Oregon

Attn: Mr. Wilbur [illegible], Resident Engineer
Portland, Oregon

Gentlemen:

Re: Contract No. [illegible]

Item No. 1 of this contract provides for 24,000 cubic yards of Coarse Crushed Material in Base. This item was increased to 2[illegible] yards. All of this material had to be scalped on a 1½ inch screen. The specifications did not require scalping. As I was directed to scalp this material by the State, I hereby request extra payment of thirty cents ($0.30) a yard on the total amount crushed to cover the extra expense involved in this operation.

On Items 2, [illegible] and 7 of this contract, due to the sticky condition of the material, these items had to be scalped on a 1½ inch screen in order to pass the test. This required the handling of approximately double the quantity of material. As the result of the extra expense involved by the State's requirements on these items, I hereby request an additional ten cents ($0.10) per cubic yard.

Your early approval of the above requests will be very much appreciated.

Yours very truly,

Lit CEIVED
AR 23 1958
FOR FILING

8-264 (3)

4367

Salem, Oregon
March 26, 1958

Edwin C. Gerber's claim
on Estacada project

Mr. Tom Edwards
Construction Engineer
Department

Mr. Edwin C. Gerber was in Mr. Williams' office this date and stated that he had a claim against the Highway Department on the Estacada job--I believe involving some rejects. Mr. Gerber complained that for a considerable period of time he had had no word regarding this claim. Would you please revive it and take the necessary steps to bring this matter to a conclusion.

Forrest Cooper
Deputy State Highway Engineer

FC:ms

cc Mr. W. C. Williams

Mr. Williams

RECEIVED
MAR 25 1958
FOR FILING

S-864(2)

Item 4367

NOTED
W. C. WILLIAMS

A

March 12th, 1958

Little Creek-Estacada Section

FINAL COST ANALYSIS
Rock Surfacing and Paving
Edwin C. Gerber, Contractor
Willard J. Scofield, Resident Engineer

Woodburn-Estacada Highway

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Coarse Cr. Mat'l. in Base	30,651	Cu. Yd.	1.95	2.88	$ 88,302.30	$ 59,769.45
3/4"-0 Mat'l. in Base and Shoulders	5,011	" "	1.95	2.99	14,979.44	9,771.45
Sprinkling	490	M/Gal.	2.50	2.75	1,345.10	1,225.00
Preparation of Base	4.18	Mile	200.00	217.80	910.49	836.00
3/4"-0 Mat'l. in Binder Course	530	Cu. Yd.	3.25	4.16	2,204.80	1,722.50
RC-3 Asphalt in Binder Course	72.48	Ton	38.00	36.35	2,635.06	2,754.24
Class "B" Asphaltic Concrete	10,641.61	"	6.10	6.88	73,207.73	64,907.72
Extra for Asphaltic Concrete Approaches	20	Each	25.00	23.74	474.81	500.00
Metal Guard Rail	8,007.6	Lin. Ft.	2.20	2.06	16,536.82	17,616.72
PA #1, 24" Corr. Metal Pipe	220	" "	6.00	5.51	1,212.20	1,320.00
PA #2, Haul Adjustment in Favor of Contractor	6,063	Yd. Mi.	0.16	0.12	727.56	970.00
PA #3, RS-1 Emulsified Asphalt	1.68	Ton	75.00	75.00	126.00	126.00
					$202,662.31	$161,519.16

Total Cost	$202,662.31
Gross Revenue	161,519.16
Net Loss	$ 41,143.15

Net Loss Equals 25.5% of Gross Revenue

NOTED
FORREST COOPER

RECEIVED
MAR 19 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Detail of Cost

Labor:

Labor	$48,456.31	
Labor Insurance	4,734.31	
		$ 53,190.62

Equipment Rental & Misc. Supplies:

Equipment Rental	$46,904.67	
Gas, Oil and Grease	13,953.99	
Licenses and Insurance	722.30	
Hired Trucks	11,423.50	
Bond	969.11	
Telephone & Electricity	134.30	
Lumber	131.66	
P.L. and P.D. Insurance	319.14	
Misc. Supplies & Small Tools	1,093.45	
		75,652.12

Materials:

Guard Rail and Posts	8,007.6	Lin. Ft.	at	$1.285	$10,290.90	
24" Corr. Metal Pipe Bands	11	Each	"	3.69	36.90	
24" Corr. Metal Pipe	220	Lin. Ft.	"	3.69	811.80	
Aggregates (Purchased)	937.5	Cu. Yd.	"	2.00	1,875.00	
RC-3 Asphalt	72.48	Ton	"	25.10	1,819.25	
						14,833.85

Work Done By:

J. C. Compton	Items 7, 8 and PA #3	$52,739.80	
Vern Hoaglin	Guard Rail	6,245.92	
			58,985.72

Total Cost $202,662.31

Remarks:

This was a "Federal Aid Secondary Project" calling for construction of 4.18 miles of stone base and shoulders, involving approximately 29,000 cu. yd. of crushed materials, and paving, involving 10,641 tons of asphaltic concrete.

The southerly end of the project is at Station 1518+34.39, which station is at the junction of the Woodburn-Estacada Highway with the Little Clear Creek road, approximately 1.9 miles south of Springwater. The northerly end of the project is at Station 1739+00, which station is approximately 0.8 mile southwesterly of the crossing of the Clackamas River at the south city limits of Estacada.

The project was bid March 3rd, 1955. The contractor began setting up the plant July 8th, 1955 and began operation September 1st, 1955. All material had to be stockpiled as the grading contract was not complete. Scalping screens were required on the 2"-0 and the rejects were 50%. Considerable stripping was done to get more suitable materials. The presence of so much rejects slowed up the plant operation to 61.5 cu. yds. per actual hours of operation. This plant has 150 cu. yds. per hour capacity. The grading contractor completed grading August 22nd, 1956. The surfacing contractor started placing crushed aggregate at the rate of 2,000 yards a day. This progressed very fast but the paving contractor did not have his work timed properly and the paving was not completed until spring of 1957. The project was completed July 29th, 1957 and was accepted by the Commission on September 12th, 1957.

Equipment used was in good shape but the grading contractor was responsible for the delay. The large percentage of rejects slowed up the production of the crushing plant and the reloading from stockpile along with waiting time resulted in a large loss.

M. N. Juve
Chief Cost Analyst

By . . H. R. Sturgis

4367

Monthly transaction number 11-33	Fo R-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project report number 5	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas
		Project number S-264(3)

RECEIVED
1957
FOR FILING
4367

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 20, 1955, is hereby modified as follows:

Revised estimated total cost of project $ 180,428.30

Revised Federal funds $ 107,363.00

Other revisions - None.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 13th day of November, 1957.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Reynolds

Chairman, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C F Polk
Division Engineer

RECOMMENDED FOR AP L:

STATE HIGHWAY ENGINEER

USComm-DC 11170

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

45
State [illegible]on
County Clackamas
Project No. S-264(3)
4367

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 20th day of June, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 18th day of November, 1954, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 4.179 miles of 2-lane high type pavement
(Character of work)

between Estacada and Dover,
(Control points)

consisting of 4.179 miles of roadway and no (Number) bridges, [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of one hundred four thousand and 00/100 dollars ($104,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one hundred sixty-eight thousand, two hundred eighty-four and 60/100 dollars ($168,284.60).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title)

By Chas H Reynolds

Member, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By

Division Engineer, Bureau of Public Roads

—32551

RECEIVED
JUN 16 1955
DIVISION 8

Oregon State Highway Department

Federal Aid Secondary
Project No. S-264(3)

LITTLE CREEK - ESTACADA SECTION OF THE WOODBURN-ESTACADA HIGHWAY IN CLACKAMAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 21, 1955

Type Code 6201

Roadway (Sta. 1518+34.39 to Sta. 1732+00) (Contract No. 4367)

24,000 cu. yds.	Coarse Crushed Material in Base	$ 1.95	$ 46,800.00
5,000 cu. yds.	3/4" - 0 Material in Base and Shoulders	1.95	9,750.00
730 M-gal.	Sprinkling	2.50	1,825.00
4.18 miles	Preparation of Base	200.00	836.00
500 cu. yds.	3/4" - 0 Material in Binder Course	3.25	1,625.00
80 tons	RC-3 Asphalt in Binder Course	38.00	3,040.00
11,600 tons	Class "B" Asphaltic Concrete	6.10	70,760.00
30 only	Extra For Asphaltic Concrete Approaches	25.00	750.00
8,000 lin. ft.	Metal Guard Rail	2.20	17,600.00
	Subtotal		$152,986.00
	10% Engr. & Cont.		15,298.60
	Total		$168,284.60

Length of Roadway 4.179 Miles
Cost of Roadway Per Mile $40,269.10

Federal Funds.. $104,000.00

State Funds.. 64,284.60

$168,284.60

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds For Maint.: Chap. 529, Laws 1939.

RECEIVED
OCT 29 1957
FOR FILING

Oct. 28, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: O. H. Burnett

Gentlemen:

State Highway Contract No. 4367 for paving on the Little Creek-Estacada Section of the Woodburn-Estacada Highway in Clackamas County was completed by the contractor, Edwin C. Gerber, on July 29, 1957, and was formally accepted by the Highway Commission on Sept. 12, 1957.

Final payment in the amount of $4,845.57 will be released to S. S. Maves, Claim Dept., General Insurance Company of America, 209 S. W. Fourth Ave., on or after November 7, 1957. The total contract amount is $161,519.16, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
SEP 30 1957

FOR FILING
[illegible]
4367

Not on card

September 27, 1957

Mr. Myron E. Smith
520 Union Oil Building
617 West 7th Street
Los Angeles 17, California

Contract
4367

Dear Sir:

Thank you for your letter of September 25 in which you state that the claim of Union Oil Company of California against Edwin C. Gerber in the amount of $4,976.58 has been paid in full.

We will advise the surety and the contractor that your letter has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD
em

LAW OFFICES
MYRON E. SMITH
520 UNION OIL BUILDING
617 WEST 7TH STREET
LOS ANGELES 17, CALIFORNIA

YRON E. SMITH
ERT W. PUTNAM
ARD U. ROBISON

TELEPHONE
MADISON 9-3261

September 25, 1957

State Highway Department
State of Oregon
Salem, Oregon

STATE HIGHWAY CONTRACT #4367

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

This will refer to Notice of Claim filed by this office on behalf of Union Oil Company of California against Edwin C. Gerber in the amount of $4,976.58 on August 30, 1957. We can now report that Union Oil Company is in receipt of a certified check paying in full Mr. Gerber's account.

Thank you very much for all the help which you have given us in this matter.

Very truly yours,

Robert W Putnam

RWP:mc

cc: Mr. Edwin C. Gerber
General Casualty Company of America
c/o Victor S. Risley
Mr. Glenn C. Jack, Attorney at Law

REFERRED TO
[illegible]
BY SECRETARY
[illegible]

RECEIVED
SEP 27 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
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RECEIVED
SEP 30 1957
FOR FILING

[illegible]

4367

Noted on card

[illegible] 4367

September 27, 1957

General Casualty Company of America
Portland Service Office
809 S. W. 4th Avenue
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

We have a letter from Myron E. Smith, Attorney for the Union Oil Company, in which he writes that a check has been received from Edwin C. Gerber in the amount of $4,976.58 in full payment of Union Oil Company's claim against Edwin C. Gerber on our contract No. 4367 for paving on the Little Creek-Estacada Section of the Woodburn-Estacada Highway.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Victor S. Rinsley Co.
423 Board of Trade Building
Portland, Oregon

Mr. Edwin C. Gerber
Rt. 5, Box 508
Oregon City, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

FAQ:fp

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S-264 (3)

4367

September 25, 1957

Mr. Edwin C. Gerber
General Contractor
Route 5, Box 505
Oregon City, Oregon

Dear Mr. Gerber:

This acknowledges the receipt of your check number 21340 dated September 21, 1957, being in the amount of $43.37. This check satisfies the Highway Department's claim against you for certain signs that were furnished you for use in connection with your Contract No. 4367.

I wish to thank you for this remittance.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:llc

cc: General Casualty Company of America
Donald E. Spickard
C . H. Maison, Accounting

REFERRED TO
Query
BY SECRETARY

note on card and process check in usual manner
HBG

NOTED ON CARD
em

RECEIVED
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FOR FILING

S-264(3)

4367

Files
~~Note on~~
card

September 23, 1957

Estacada Sand and Gravel
Route 1, Box 22
Estacada, Oregon

Attention: Mr. A. O. Saltvick
Bookkeeper

Gentlemen:

Thank you for your letter of September 21 in which you state that all claims by your company against E. C. Gerber on State Highway Contract No. 4367 have been paid in full.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD
em

Estacada Sand and Gravel

SAND, GRAVEL AND CRUSHED ROCK

PLANT:
ROUTE 1, BOX 22
ESTACADA, OREGON

OFFICE:
5820 EAST BEACH DRIVE
VANCOUVER, WASHINGTON
PHONE: OXFORD 3-0262

Sept. 21,1957

State Of Oregon
State Highway Dept.
Salem, Oregon

4367

Gentlemen:

This is to inform you that any and all claims by this company against E. C. Gerber for material on State Highway Contract No. 3467 have bee paid in full by El C. Gerber.

We have so informed the bonding co. by previous letter.

Very truly yours,
A O Saltvick
A. O. Saltvick, Bkkpr.

NOTED
H. B. GLAISYER

RECEIVED
SEP 23 1957
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
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BY SECRETARY

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card

September 23, 1957

General Casualty Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

We have received a letter from Estacada Sand and Gravel in which they write as follows:

> "This is to inform you that any and all claims by this company against E. C. Gerber for materials on State Highway Contract No. 4367 have been paid in full by E. C. Gerber."

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

CC:
Victor S. Rigby Co.
223 Board of Trade Building
Portland, Oregon

Mr. Edwin C. Gerber
Route 5, Box 505
Oregon City, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD
aml

RECEIVED
SEP 23 1957
FOR FILING

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~~Autocard~~

September 20, 1957

Mr. Edwin C. Gerber
Route 5, Box 505
Oregon City, Oregon

Dear Mr. Gerber:

This acknowledges your letter of September 19, 1957, in which you request that the semi final and final payments due you from the State Highway Commission in payment for work performed under State Highway Contract No. 4367 covering paving work on the Little Creek-Estacada Section of the Woodburn-Estacada Highway, be mailed to you in care of Mr. S. S. Maves, Claims Department, General Insurance Company of America, 209 S. W. Fourth Avenue, Portland, Oregon. We shall be glad to comply with your request. The semi final warrant which has been held in this office, is being released today to Mr. Maves. It will be necessary, of course, to withhold payment of the final warrant until you have satisfied the State's Claim of $43.37 for certain signs that were furnished you in connection with this job. It is hoped that you will take care of this account shortly so that it will not be necessary to hold payment of the final amount.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:llc

cc: Mr. S. S. Maves
Mr. Donald E. Spickard
Accounting (2)

REFERRED TO
Giering
BY SECRETARY
Comte

NOTED ON CARD

Edwin C. Gerber
Oregon City Ore
R #5 Box 505

Sept 19 - 1957

Mr. H. B. Glaisyer, Sr
Oregon State Highway Comm.

Dear Sir:

Stan Maves informed me that it was necessary for me to notify you to mail the Semi final payment, Contract No. 4637 to S. S. Maves 809 S. W. 4th Ave. Portland. When the final payment is ready also mail it to Mr. Maves.

Yours Truly,
Edwin C. Gerber

KNOWLEDG
H. B. GLAISYER

NOTED ON CARD

Files
~~[illegible] on card~~

RECEIVED
SEP 23 1957
FOR FILING
[illegible]

September 20, 1957

Estacada Sand & Gravel Company
Route 1, Box 22
Estacada, Oregon

Gentlemen:

On June 18, 1957, you filed a notice of a claim against Edwin C. Gerber, contractor, Oregon City, for crushed material furnished him in connection with State Highway Contract No. 4367, which was awarded to Gerber for paving the Little Creek-Estacada Section of the Woodburn-Estacada Highway. We acknowledged your claim and brought it to the attention of Mr. Gerber and the surety on the bond that he furnished in connection with this job. Mr. Gerber was in my office yesterday and advised me that he sent you a check on June 21, 1957, for $890 in payment of the claim. He showed me the cancelled check which bears your endorsement, dated June 27, 1957. The claim is still outstanding in our record of this job. We will be pleased if you will write me that the claim has been satisfied so as to clear our records.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:llc

NOTED ON CARD
om

September 18, 1957

REFERRED TO
BY SECRETARY

Mr. Donald E. Spickard
Legal Department
General Insurance Company of America
General Insurance Bldg.,
Seattle 5, Washington

NOTED
FLOYD QUERY

Dear Mr. Spickard:

This is a belated reply to your letter of September 9, 1957, which has gone unanswered because of my absence from the office.

Your letter concerns the payment of the semi-final and final amounts due Edwin C. Gerber, contractor, for work performed on the Oregon State Highway contract #4367. It is noted that you have been requested by Mr. Gerber to have these payments sent to him in care of your Oregon office at 209 SW Fourth Avenue, Portland, Oregon, attention S. S. Maves, Claims Department. We shall be glad to comply with this request provided we receive a letter from Mr. Gerber authorizing us to send the warrants as you have directed. We are now holding the semi-final warrant and will continue to do so until we receive Mr. Gerber's letter. This is in conformity with the established policy of the Oregon State Highway Department.

I wish to point out for you that Mr. Gerber owes the State Highway Department the sum of $43.37 for certain signs that were furnished him in connection with this job. He was first billed for this amount on August 21, 1956, but has ignored numerous requests for payment of the claim. Accordingly, it will be necessary for us to withhold the payment of the final amount until this claim is settled. Perhaps you can be of assistance in seeing that the claim is satisfied.

In his letter directing the Highway Department to mail the warrants to your Portland office, Mr. Gerber should state that his request covers both the semi-final and the final warrants on this job.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HDQ:de

cc: Mr. S. S. Maves, Claims Department
General Insurance Company of America
209 SW Fourth Avenue
Portland, Oregon

NOTED ON CARD
DAn

GENERAL INSURANCE CO OF AMERICA

H. K. DENT
CHAIRMAN OF THE BOARD
W. L. CAMPBELL
PRESIDENT

GENERAL
INSURANCE COMPANY
OF AMERICA
SEATTLE, WASHINGTON

September 9, 1957

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission

Gentlemen:

Contract No. 4367 - Edwin C. Gerber, Contractor
Our Bond 286756

We are the surety for Edwin C. Gerber on his bond covering the contract for paving on the Little Creek-Estacada section of the Woodburn-Estacada highway in Clackamas County. By your letter of August 27, 1957, you have advised us of the claim of Estacada Sand & Gravel Company in the amount of $890, and since that time we have received notice of a claim by the Union Oil Company of California which has been filed with you in the amount of $4,876.58.

We have discussed this situation with Mr. Gerber, who has requested that the semi-final payment now due on the contract be released to him in care of our Company's Oregon office at 209 S.W. Fourth Avenue, Portland, Oregon, and marked to the attention of Mr. S. S. Maves, Claims Department, with whom you have had a telephone conversation on this matter.

This method of handling has been requested by Mr. Gerber in order that we can insure that the balance of the monies due or to become due under this contract are used for the discharging of the obligations incurred.

When the final payment is due, it is requested that it be releasedin the same manner, and in any event that no payment directly to the contractor be made without our prior written consent and approval, in view of the fact that the claims filed or known to exist are in excess of the semi-final payment in question.

If there is any other procedural step which you desire, please notify us or Mr. Maves and we will endeavor to have it complied with.

Very truly yours,

Donald E. Spickard

Donald E. Spickard
Legal Department
aw

ANSWERED
H. B. GLAISYER

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FORM E-120

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

RECEIVED
SEP 17, 1957
FOR FILING

3 214(3)

—4861

Sept. 16, 1957

Edwin U. Gerber
Route 5, Box 505
Oregon City, Oregon

Dear Sir:

The State Highway Commission at its meeting held on Sept. 12, 1957 had under discussion your request for an extension of time from October 15, 1955 to July 29, 1957 within which to complete your contract No. 4367, for the Little Creek-Estacada Section of the Woodburn-Estacada Highway in Clackamas County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

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cc: Tom Edwards
A. G. Skelton
Willard Seafield

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4367

#4367

September 10, 1957

General Casualty Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

A letter has been received from Myron E. Smith, 520 Union Oil Building, 617 West 7th Street, Los Angeles 17, in behalf of Union Oil Company, advising that Union Oil Company has a claim against Edwin C. Gerber, Oregon City, in the amount of $4,976.58 for petroleum products furnished to Mr. Gerber on our Contract No. 4367 for work on the Woodburn-Estacada Highway in Clackamas County.

We provide this information as your company appears as surety on the performance bond furnished with the above-mentioned contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc Victor S. Risley Co.
223 Board of Trade Building
Portland, Oregon

Mr. Edwin C. Gerber
Route 5, Box 505
Oregon City, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

FAQ:fp

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[illegible] 4367

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FOR FILING
S-264 (3)
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September 10, 1957

Mr. Myron E. Smith
520 Union Oil Building
617 West 7th Street
Los Angeles 17, California

Attention: Mr. R. W. Putnam

Gentlemen:

This is to acknowledge your letter of August 29 concerning a claim that Union Oil Company has against Edwin C. Gerber on our Contract No. 4367 for paving the Little Creek-Estacada Section of the Woodburn-Estacada Highway in Clackamas County. The contract was completed July 29, 1957 but has not yet been accepted by the Highway Commission. The claim is in the amount of $4,976.58.

General Casualty Company of America, through Victor S. Risley Co., 223 Board of Trade Building, Portland, furnished the performance bond for this contract, which bond is given to assure completion of the project and payment of all bills incurred in it.

Final payment on the contract cannot be made until the contract has been accepted by the Highway Commission. If you wish to protect your client's claim under the bond for a period longer than six months after the contract is completed and accepted, we suggest that you file the claim with the Secretary of State. For your convenience, we have attached excerpts from the Oregon laws outlining the procedure for this filing. In the meantime, your claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

Enc.

NOTED ON CARD
esm

LAW OFFICES
MYRON E. SMITH
520 UNION OIL BUILDING
617 WEST 7TH STREET
LOS ANGELES 17, CALIFORNIA

MYRON E. SMITH
ROBERT W. PUTNAM
RICHARD U. ROBISON

TELEPHONE
MADISON 9-3261

August 29, 1957

State Highway Department
State of Oregon
Salem, Oregon

STATE HIGHWAY CONTRACT #4367

Gentlemen:

Please file the enclosed Notice of Claim which we submit on behalf of Union Oil Company of California.

It would be appreciated if you would acknowledge receipt of the Notice by stamping the extra copy of this letter which is enclosed and returning it to us in the envelope provided.

Thank you.

Yours very truly,

RWPutnam

RWP:mc
encls.

cc: Mr. Edwin C. Gerber

General Casualty Company of America
c/o Victor S. Risley

Mr. Glenn C. Jack, Attorney at Law

RECEIVED
AUG 30 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
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REFERRED TO
[illegible]
BY SECRETARY

[illegible]

NOTICE OF CLAIM

TO: STATE HIGHWAY DEPARTMENT
State of Oregon
Salem, Oregon

SUBJECT: WOODBURN-ESTACADA LITTLE CREEK HIGHWAY PAVING JOB
Contract #4367

CONTRACTOR: EDWIN C. GERBER
Route 5, Box 505
Oregon City, Oregon

SURETY: GENERAL CASUALTY COMPANY OF AMERICA
c/o Victor S. Risley
808 Board of Trade Building
Portland, Oregon

CLAIMANT: UNION OIL COMPANY OF CALIFORNIA
608 Yeon Building
Portland, Oregon

AMOUNT OF CLAIM: $4,976.58

Notice is given that the UNION OIL COMPANY OF CALIFORNIA, a corporation, has a claim in the amount of FOUR THOUSAND NINE HUNDRED SEVENTY-SIX AND 58/100 ($4,976.58) DOLLARS for gasoline, lubricating oil, and other petroleum products against the bond taken from Edwin C. Gerber, as principal, and the General Casualty Company of America, as surety, for the work described as the Woodburn-Estacada Little Creek Highway Paving Job, Contract #4367, entered into by the State Highway Department of the State of Oregon and Edwin C. Gerber, contractor.

A statement of the account is attached.

DATED: August 29, 1957

UNION OIL COMPANY OF CALIFORNIA,
a corporation

By
Senior Credit Supervisor

STATE OF CALIFORNIA)
) ss.
COUNTY OF CALIFORNIA)

W. U. FLORENCE, of lawful age, being first duly sworn, deposes and says: That he is Senior Credit Supervisor of UNION OIL COMPANY OF CALIFORNIA, a corporation, and as such Senior Credit Supervisor is duly authorized to make this affidavit for and on behalf of the said corporation; that he has read the aforesaid Notice of Claim, and knows the contents thereof, and that the same are true of his own knowledge and contain a correct statement of the amount due from said EDWIN C. GERBER, Contractor.

W U Florence

Subscribed and sworn to before me
this 29th day of August, 1957

Notary Public in and for said
County and State.
My Commission Expires: May 8, 1961.

STATEMENT

UNION OIL COMPANY OF CALIFORNIA

G STATION	CUSTOMER NO.
32	211043

42 | 03 | 25 | 57
MO. | DAY | YR.

Job 4367
E. E. Gerber
Route 5 Box 505
Oregon City, Oregon

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PLEASE DETA
W

BILLING STATION	CUS
332	2

42 | 03
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RMS OF SALE:
30 DAYS NET FROM DATE OF SHIPMENT. MONTHLY ACCOUNTS PAYABLE ON OR BEFORE 10TH OF MONTH
LLOWING DELIVERY. NO CASH DISCOUNT ALLOWED. OVERDUE ACCOUNTS SUBJECT TO LEGAL RATE OF INTEREST.

ATE	REFERENCE NO.	TYPE ENTRY	AMOUNT	BALANCE DUE	DATE		RE
DAY					MO.	DAY	
30	332 556	2	353 60		Jul	30	332
30	332 555	2	329 82		Jul	30	332
31	332 560	2	321 99		Jul	31	332
04	332 722	2	346 74		Aug	04	332
03	332 721	2	347 01		Aug	03	332
07	332 733	2	246 40		Aug	07	332
10	332 762	2	311 50		Aug	10	332
14	332 778	2	349 97		Aug	14	332
15	332 779	2	349 16		Aug	15	332
16	332 788	2	348 89		Aug	16	332
04	332 178	2	348 89		Sep	04	332
14	350 946	2	599 50		Sep	14	350
15	350 947	2	593 78		Sep	15	350
17	332 308	2	347 52		Sep	17	332
18	350 244	5	85 84		Sep	18	350
18	350 247	5	99 19		Sep	18	350
17	350 249	5	596 78		Sep	17	350

TYPE ENTRY:
- 1 - CASH UNAPPLIED
- 2 - INVOICE
- 3 - EQUIPMENT PURCHASED
- 4 - RENT
- 5 - PRICE AND/OR TAX ADJUSTMENTS
- 6 - BARRELS
- 7 - RETURNS OR OTHER CREDITS
- 8 - MISCELLANEOUS

CE—THIS STATEMENT NOT GOOD TO SUPPORT CLAIM FOR REFUND OF MOTOR VEHICLE FUEL LICENSE TAX.

FORM 150 8/56 400M

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Very truly yours,

W. C. Williams
State Highway Engineer

Encl.
cc Mr. Tom Edwards

EAP:ob hi

RECEIVED
SEP 5 1957
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STATEMENT
UNION OIL COMPANY OF CALIFORNIA

BILLING STATION	CUSTOMER NO.
332	211043

	MO.	DAY	YR.
42	03	25	57

Job 4367
E. E. Gerber
Route 5 Box 505
Oregon City, Oregon

TERMS OF SALE:
30 DAYS NET FROM DATE OF SHIPMENT. MONTHLY ACCOUNTS PAYABLE ON OR BEFORE 10TH OF MONTH FOLLOWING DELIVERY. NO CASH DISCOUNT ALLOWED. OVERDUE ACCOUNTS SUBJECT TO LEGAL RATE OF INTEREST.

DATE MO.	DATE DAY	REFERENCE NO.	TYPE ENTRY	AMOUNT	BALANCE DUE
Jul	30	332 556	2	353 60	
Jul	30	332 555	2	329 82	
Jul	31	332 560	2	321 99	
Aug	04	332 722	2	346 74	
Aug	03	332 721	2	347 01	
Aug	07	332 733	2	246 40	
Aug	10	332 762	2	311 50	
Aug	14	332 778	2	349 97	
Aug	15	332 779	2	349 16	
Aug	16	332 788	2	348 89	
Sep	04	332 178	2	348 89	
Sep	14	350 946	2	599 50	
Sep	15	350 947	2	593 78	
Sep	17	332 308	2	347 52	
Sep	18	350 244	5	85 84	
Sep	18	350 247	5	99 19	
Sep	17	350 249	5	596 78	

TYPE ENTRY:
1 - CASH UNAPPLIED
2 - INVOICE
3 - EQUIPMENT PURCHASED
4 - RENT
5 - PRICE AND/OR TAX ADJUSTMENTS
6 - BARRELS
7 - RETURNS OR OTHER CREDITS
8 - MISCELLANEOUS

NOTICE—THIS STATEMENT NOT GOOD TO SUPPORT CLAIM FOR REFUND OF MOTOR VEHICLE FUEL LICENSE TAX.

FORM 150 5/56 400M

STATEMENT
UNION OIL COMPANY OF CALIFORNIA

PLEASE DETACH AND RETURN THIS STUB WITH PAYMENT

BILLING STATION	CUSTOMER NO.
332	211043

	MO.	DAY	YR
42	03	25	57

DATE MO.	DATE DAY	REF. NO.	TYPE ENTRY	✓	AMOUNT
Jul	30	332 556	2		353 60
Jul	30	332 555	2		329 82
Jul	31	332 560	2		321 99
Aug	04	332 722	2		346 74
Aug	03	332 721	2		347 01
Aug	07	332 733	2		246 40
Aug	10	332 762	2		311 50
Aug	14	332 778	2		349 97
Aug	15	332 779	2		349 16
Aug	16	332 788	2		348 89
Sep	04	332 178	2		348 89
Sep	14	350 946	2		599 50
Sep	15	350 947	2		593 78
Sep	17	332 308	2		347 52
Sep	18	350 244	5		85 84
Sep	18	350 247	5		99 19
Sep	17	350 249	5		596 78

PLEASE CHECK ITEMS YOU ARE PAYING. THIS WILL INSURE THE APPLICATION OF YOUR PAYMENT AS YOU DESIRE.

RETURN THIS STUB WITH PAYMENT

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STATEMENT

UNION OIL COMPANY OF CALIFORNIA

BILLING STATION	CUSTOMER NO.		
332	211043		
42	03	25	57
	MO.	DAY	YR.

E.E. Gerber

TERMS OF SALE:
30 DAYS NET FROM DATE OF SHIPMENT. MONTHLY ACCOUNTS PAYABLE ON OR BEFORE 10TH OF MONTH FOLLOWING DELIVERY. NO CASH DISCOUNT ALLOWED. OVERDUE ACCOUNTS SUBJECT TO LEGAL RATE OF INTEREST.

DATE MO.	DATE DAY	REFERENCE NO.	TYPE ENTRY	AMOUNT	BALANCE DUE
Feb	15	017	1	1000 00 CR.	
					4976 58

TYPE ENTRY:
1 - CASH UNAPPLIED
2 - INVOICE
3 - EQUIPMENT PURCHASED
4 - RENT
5 - PRICE AND/OR TAX ADJUSTMENTS
6 - BARRELS
7 - RETURNS OR OTHER CREDITS
8 - MISCELLANEOUS

NOTICE—THIS STATEMENT NOT GOOD TO SUPPORT CLAIM FOR REFUND OF MOTOR VEHICLE FUEL LICENSE TAX.

FORM 150 5/56 400M

STATEMENT

UNION OIL COMPANY OF CALIFORNIA

PLEASE DETACH AND RETURN THIS STUB WITH PAYMENT

BILLING STATION	CUSTOMER NO.		
332	211043		
42	03	25	57
	MO.	DAY	YR

DATE MO.	DATE DAY	REF. NO.	TYPE ENTRY	✓	AMOUNT
Feb	15	017	1		1000 00 CR.
		Balance			4976 58

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PLEASE CHECK ITEMS YOU ARE PAYING. THIS WILL INSURE THE APPLICATION OF YOUR PAYMENT AS YOU DESIRE.

RETURN THIS STUB WITH PAYMENT

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4367

September 4, 1957

Request for extension of time
No. 7
September 12 and 13 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Edwin C. Gerber for an extension of time on the Little Creek-[illegible] Section, Contract No. 4367, from October 15, 1955 to July 29, 1957.

Bids for this project were taken on March 3, 1955 with the anticipation that the grading, which was under separate contract, would be completed in time to permit the paving during the 1955 season. The contractor started work on July 8, 1955 and produced his aggregates; however, the grading contract was not completed until the middle of August, 1956, which did not allow time enough to complete the paving during that period. As soon as the material was available, Mr. Gerber started work and completed all work on the project July 29, 1957.

The delay was not the fault of the contractor, and I am therefore recommending that the extension be granted without penalty.

This is not a liquidated damages contract.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.
cc Mr. Tom Edwards

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FOR FILING

S-264 (3)

4367

Salem, Oregon
September 3, 1957

Contract No. 4367

C. H. Maison
Auditor

Attention: Don Taylor

Confirming our telephone conversation of a few moments ago please withhold future payments to Edwin C. Gerber in connection with Contract No. 4367, for paving the Little Creek-Estacada Section of the Woodburn-Estacada Highway, Clackamas County, until further advised.

You are now holding a warrant in your safe covering a semi-final payment which would have been released on September 6; however, we now want that held. This is in response to a telephonic request from the General Casualty Company of America, surety on the bond furnished by Mr. Gerber in connection with this job. They will confirm their request in writing and I anticipate receiving a letter within the next day or so. I will send you a copy of it.

H. B. Glaisyer, Secretary

HBG:jmc

cc: Floyd Query

Stanley Mars

Edwin Gerber
Cont 4367
paving Eagle Cr - Estacada

claim to gravel Co — $890.00

S.F. pay Sept 6

He owes by Auto & oil Co -

HOLD UP S.F. till advised
by surety.

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ackamas County.
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WAY COMMISSION

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FOR FILING

4367

CERTIFIED MAIL

August 27, 1957

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: Mr. G. H. Burnett

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Edwin C. Gerber in connection with Contract No. 4367, for paving on the Little Creek-Estacada Section of the Woodburn-Estacada Highway in Clackamas County. This payment, in the amount of $13,040.18, will be released to the contractor on or after Sept. 6, 1957. The retained percentage is $4,845.57.

There is a claim filed against this project by Estacada Sand and Gravel, of which you have been previously notified, in the amount of $890.00.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

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Form E-1—10M—12-56

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OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

S-264(3)
4367

For Week Ending August 10, 1957

Section Little Creek - Estacada
Kind of work Paving
Highway Woodburn - Estacada County Clackamas
Section prefix 103-1052
Contractor Edwin C. Gerber
Contract number 4367
Date of contract March 3, 1955
Specified work days "Does not Apply"
Date work started March 8, 1955
Work days used "Does not Apply"
Project authorization $ 173,684
Exclusive of engineering $ 161,333
Per cent of time elapsed 389 %
Estimated cost of completed project, exclusive of engineering $ 180,855.46
Estimated per cent overrun or ~~underrun~~ 41 OR %
Per cent of contract completed, based on total contract price 100 %
Engineering authorization $ 12,350.88
Engineering cost to date $ 17,690, 143 %
Date project was completed July 29, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

FINAL REPORT

The Semi Final estimate was submitted to the Division office on August 8th, 1957.

CONSTRUCTION DIVISION
RECEIVED
AUG [illegible] 1957
NOTED-- CE ACE ACE COM

Signed Resident Engineer
Address P.O. Box 4699, Portland 2.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 184

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		4.18		4.18	4.18
Miles partially completed				binder	
Miles completed		4.18		4.18	4.18
Total estimated quantities (contract)		29,000 cy		500 cy	11,600 ton
Total quantities corrected to date		35,662 cy		530 cy	10,640.61
Estimated quantities moved or placed to date		35,662 cy		530 cy	10,640.61
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
AUG 5 1957
FOR FILING

S-264(3)

4367

August 2, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 29, 1957, on Contract No. 4367, Little Creek-Estacada Section in Clackamas County, in connection with Federal Aid Project No. S-264(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Cc: Clarence G. Swenson

DBP:cr

RECEIVED
JUL 2? 1957
FOR FILING

OREGON DISTRICT
S-264 (3)
4367 08-35

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

July 26, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-264(3)
Little Creek-Estacada Section
Order for State Force Work
dated June 13, 1957

Dear Sir:

Reference is made to your letter dated June 18, 1957 concerning subject order.

As corrugated metal sight posts are readily available and a common contract item, we must return all copies of the order. Only under quite unusual circumstances are we permitted to approve State-furnished materials.

Very truly yours,

C G Polk
C. G. POLK
Division Engineer

Encl.

Probert

copy sent to Probert
with copy of work order
7-19-57

NOTED
FORREST COOPER

RECEIVED
JUL 29 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Form [illegible]

OREGON STATE HIGHWAY COMMISSION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Project Name Little Creek-Estacada Date June 13, 19[illegible]
Highway Woodburn-Estacada Contract No. 4367 F. A. Project No. [illegible]
County Clackamas Prefix 103-1052 Account No. [illegible]

Description of Work To Be Done:

State forces to furnish and install corrugated metal sight posts.

Location by Station Numbers:

Thruout the Project.- Sta. 1518+34 to Sta. 1739+00

Estimate of Quantities and Costs:

(Approximately 450 posts)

Labor.	$ 350.00
Material	1,000.00
Equipment Rental	50.00
Total	$ 1,400.00

Explanation:

Project authorization calls for state force installation of sight posts and authorizes $1,400 for expenditures.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . $ 173,684.25
Present estimate of project cost, including $ 1,400 for work under this order $ 176,126.74
Expected ~~under-run~~ over-run (amount) . . . . $ 2,442.49
Expected ~~under-run~~ over-run (per cent) 1.4

[illegible]

Submitted by: /s/ Willard J. Scofield
Resident Engineer

Approval Recommended: /s/ L. H. Young
Construction—Bridge—Engineer

Approval Recommended: /s/ A. E. Johnson
Division Engineer

Approved: /s/ [illegible]
Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Assistant State Highway Engineer.

State Printing Dept. 28184

RECEIVED
JUL 3 1957
FOR FILING
S-264(3)
1261

July 2, 1957

Mrs. C. E. Henderson
Route 2, Box 63
Estacada, Oregon

054

Dear Mrs. Henderson:

Reply is made to your letter of June 20 concerning a water pipe which was destroyed and not reconnected in connection with the construction of the Little Creek-Estacada Section of the Woodburn-Estacada Highway.

We have contacted our Division Engineer and have issued instructions that this matter be promptly taken care of. We thank you for bringing it to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. A. G. Skelton

(Construction) fn

ASSIGNMENT

Date: June 27, 1957 No. 404 By Jc

Description: Letter of June 20 by Mrs. C.E. Henderson, stating that water pipe which was destroyed was to be restored. She asks that this be done immediately. (Little Creek-Estacada Section of Woodburn-Estacada Highway)

Acknowledged by____ Referred to **Edwards**

XXX Investigate ~~xxxxxxxxxxxxxxxxxxxxxxxxxxxxx~~
_ Such action as necessary and report
Comment or recommendation
XXX Return with rough draft of reply
_ Prepare reply for signature of Mr.______
_ Contact correspondent and report

Remarks:

PLEASE RETURN TO
FORREST COOPER

Executed 6-28-57 Report Received________
me

EASE RETURN TO
RREST COOPER

, 1957

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SON
. Henderson
(Mrs C E) Grace E Henderson
Rt2,Box63 Estacada,Ore

---

nd approval are copies of
corrugated metal sight
of the Woodburn-Estacada
367, in connection with

ated metal sight parts
Project Authorization as

nform to the established

ruly yours,

Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

RECEIVED
JUN 24 1957
FOR FILING

PLEASE RETURN TO
FORREST COOPER

From the Desk of . . .
GRACE E. HENDERSON, ~~XXXXX~~

June 20, 1957

Oregon State Highway Dept.
Salem, Oregon

In Re: File No 21518
Little Creek-Estacada
Section Woodburn-Estacada
Highway---C.E. Henderson

Gentlemen:

When we conveyed 1.38 Acre to State of Oregon for the highway as above indicated, our deeded water-rights to a spring on the adjoining property were violated, and the agreement was that the water pipe which would (and was) be destroyed would be restored (re-connected). This has not been done and we shall appreciate it if this is taken care of immediately. We are desirous of getting water from this spring for use this summer.

Yours truly,

CLAUDE E. HENDERSON
BY Mrs. Claude E. Henderson

(Mrs C E) Grace E. Henderson
Rt2,Box63 Estacada,Ore

Encl.

DBP:er

RECEIVED
JUN 21 1957
FOR FILING

4367

June 10, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 263 covering corrugated metal sight posts on the Little Creek-Estacada Section of the Woodburn-Estacada Highway in Clackamas County, Contract No. 4367, in connection with Federal Aid Project No. S-234(3).

Furnishing and installing corrugated metal sight posts was an anticipated item, included in the Project Authorization as work to be done by state forces.

Equipment rental rates are to conform to the established schedule.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

RECEIVED
JUN 20 1957
FOR FILING

file

8-264(2)

4367

June 18, 1957

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: G. H. Burnett

Gentlemen:

We have received a letter from Estacada Sand and Gravel, Route 1, Box 22, Estacada, advising that Edwin C. Gerber owes them the sum of $890.00 for 445 Cu. Yds. of crushed gravel delivered May 28, 29 and 31, on Contract No. 4367, for paving the Little Creek-Estacada Section of the Woodburn-Estacada Highway, Clackamas County.

This information is furnished as your Company appears as surety on the performance bond furnished for this contract.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

FQ:em

cc: Estacada Sand and Gravel
5820 E. Beach Drive
Vancouver, Wash.

Victor S. Risley Co.
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
em

June 18, 1957

Estacada Sand and Gravel
5820 E. Beach Drive
Vancouver, Washington

Attention: Mr. John Herb

Gentlemen:

This is in reply to your letter of June 17 concerning $890.00 owed to you by E. C. Gerber for crushed gravel delivered on our Contract 4367, for paving the Little Creek-Estacada Section of the Woodburn-Estacada Highway in Clackamas County.

It appears that this contract will be completed about July 1 this year. Final payment cannot be made until after the job has been accepted by the Commission so it would appear that about mid-August would be a reasonable time to expect final payment.

The General Casualty Company of America, 808 Board of Trade Building, Portland, Oregon, furnished the performance bond for this contract, which bond is given to assure completion of the project and payment of all bills incurred in it. If you feel it necessary to protect your claim under the bond for a period longer than six months after the contract is completed and accepted by the Commission, it is suggested that you file the claim with the Secretary of State. Attached are forms for outlining such a filing. In the meantime, your claim will be noted in our records and we will advise the surety that it has been received.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

FQ:em

Attachments

NOTED ON CARD
em

Estacada Sand and Gravel

SAND, GRAVEL AND CRUSHED ROCK

PLANT:
ROUTE 1, BOX 22
ESTACADA, OREGON

OFFICE:
5820 EAST BEACH DRIVE
VANCOUVER, WASHINGTON
PHONE: OXFORD 3-0262

June 17,1957

Oregon State Highway Dept.
Salem, Oregon

Gentlemen:

On May 28,29 & 31, 1957 we delivered 445 Cu. Yds. of Crushed Gravel to E. C. Gerber, Contractor for State Highway Contract No. ~~3467~~ 4367.

We have billed Mr. Gerber for the material in the amount of $890.00 and would like to be informed of final payment on the contract by you, so that we are assured of payment before he receives final payment on the contract.

We will appreciate your cooperation in the matter.

Very truly yours,

John Herb

John Herb, Owner

abd.

NOTED ON CARD

RECEIVED
JUN 18 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 31 1957
FOR FILING

4267

Salem, Oregon
May 29, 1957

Placing emulsified asphalt
fog coat on concrete base
course

Mr. Tom Edwards
Construction Engineer
Department

I have today approved the Price Agreement for placing emulsified asphalt fog coat on concrete base course. Instructions were issued covering this a year or so ago, and, as I recall, the instructions were quite rigid. I suggest that you take appropriate action to see that these fog coats are placed only where conditions indicate the necessity.

Forrest Cooper
Deputy State Highway Engineer

FC:mm

cc Mr. W. C. Williams

Price Agreement No. 3
Cont No. 4367
Little Cr. Estacada

RECEIVED
APR 26 1957
FORM E-30X—37,500—6-56—96688
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

April 23, 1957

SUBJECT: Little Creek-Estacada
Woodburn-Estacada Secondary
Contract No. 4367

To: Mr. A. O. Skelton
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

Reference is made to Mr. A. E. Johnson's letter of April 17 with which was submitted Price Agreements No. 2 and 3, along with a request for additional authorization on the subject named project.

Price Agreement No. 3 covering haul adjustment has been approved by this office and has been forwarded for further processing. Price Agreement No. 2 covering scalping costs is not approved.

The specifications covering the production of crushed materials on this job were essentially the same as on any job. The absence of a specific mention of a requirement to scalp is not considered significant. The special provisions by reference makes Sections 2.11 and 2.15 of the general provisions a part of them and I call your attention particularly to Sections 2.11.8 and 2.15.7. This job, as you are aware, had a long history of production of marginal or unsuitable materials which was due primarily to excessive P.I. and/or excessive fines. There was considerable correspondence having its origin in this fact in which it was directed that the material be cleaned up and made suitable. One of the more obvious ways for the elimination of objectionable P.I. and fines is by scalping. The fact that the contractor had to progressively increase the size of the scalping screen and, by so doing, increased the amount of the material he had to handle is an operational problem required by the necessity to produce specification materials.

In view of the above, Price Agreement No. 2 is being returned to you herewith. The nonapproval of this price agreement eliminates one element of the overrun, leaving the job financially solvent within the 5 percent limit. I am also returning to you your report on the expected overrun of project authorization.

T Edwards

Tom Edwards
Construction Engineer

RECEIVED
APR 24 1957
OFFICE OF
STATE HIGHWAY ENGINEER

TE:jc
Encl.
cc Forrest Cooper

RECEIVED
JUN 19 1956
FOR FILING

FORM [illegible]
S-22-1(3)
~~[illegible]~~
4[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 18th, 1956

SUBJECT: Little Creek-Estacada

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4699, Bellwood Station
Portland 2, Oregon

NOTED
W. C. WILLIAMS

Please place the additional base rock as noted in the report that you handed me on the Little Creek-Estacada Section, Contract #4367.

I am assuming that the increased cost of $8,000 will not cause the project to overrun in excess of 5%. I realize that this road carries much heavy logging traffic, and we certainly should be very sure to provide an adequate surfacing that will not fail.

Forrest Cooper
Construction Engineer

FC:AR

cc to: W. C. Williams ✓

RECEIVED
[illegible] 18 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 23 1956
FOR FILING

S-264(3)
4369

February 23, 1956

6330

Mrs. Jacqueline Hand

Mr. Jack Kellendeck
Route 1, Box 20A
Estacada, Oregon

Dear Sir:

In reply to your letter of January 13, advise that our investigations do not indicate that the contractor's operation caused sediment washing into the creek as mentioned in your letter. However, when the contractor resumes his operations, we will take all possible precautions to prevent any materials from sloughing into the stream as a result of the contractor's operations.

Our engineer on the project will contact you at such time as crushing operations are resumed.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. W. J. Scofield

WCW:me fn

FORM 230—50M—2-55—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 23, 1956

SUBJECT: Little Creek-Estacada Section
Woodburn-Estacada Highway

To:

Mr. W. C. Williams
Deputy State Highway Engineer

OFFICE

[illegible]
W. C. WILLIAMS

In accordance with your assignment #6330 we have investigated the complaint of Mr.J. W. Kellendonk, Route 31, Box 20 A, Estacada. You will probably recall that a Mrs. Hood, adjacent property owner to our material source, made a similar complaint quite recently.

Resident Engineer Scofield reports that he has gone over the stream and cannot find where we have placed any obstructions in the stream. Assistant Division Engineer Johnson reports that some of the trouble apparently was caused by the stream getting out of its banks above the plant site and flooded across the quarry area, carrying some amount of gravel and silt and depositing it farther down. The contractor has been advised to take all possible precautions to prevent stripping or reject material from sloughing into the stream in the course of future operations.

I am forwarding herewith reports from Resident Engineer Scofield and Assistant Division Engineer Johnson concerning this matter.

L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:ep

Attach. 2

RECEIVED
[illegible] 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—37,500—2-55—82967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
February 20th, 1956

SUBJECT: Little Creek-Estacada Section
Woodburn-Estacada Highway

To:

Forrest Cooper
Construction Engineer
State Highway Department
Salem, Oregon

Attn: L. H. Young

Reference is made to your letter of January 17th regarding a letter from Mr. J. W. Kellendronk of Estacada, complaining of reject material sloughing into a creek. This complaint is essentially the same as that contained in a complaint from Mrs. Josephine Hood covered in your letter of January 23, 1956.

Enclosed herewith is a letter from Mr. Willard Scofield, resident engineer, who investigated these complaints. Mr. Scofield went over the area with the contractor, and apparently much of the trouble originates upstream from the contractor's plant operations, where during the extreme heavy rainfall of December and January, the water overflowed the banks and flooded across the quarry area. Mr. Scofield has advised the contractor to take such measures as is necessary to prevent his reject materials from sloughing into the stream in the course of future operations.

A E Johnson

A. E. JOHNSON
Assistant Division Engineer

AEJ:w
Encl.
cc: W. J. Scofield

RECEIVED
FEB 21 1956
OFFICE OF
CONSTRUCTION ENGINEER

FORM E-30X 25M 6-51 90110

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
February 17, 1956

SUBJECT:
Littlecreek-Estacada Section
Woodburn-Estacada Hwy.

To:
A.G. Skelton
Divison Engineer

I have recently investigated the complaints of Mr. Jack Kellendronk and Mrs. Josephine Hood regarding obstruction of the creek flowing through our gravel source property.

A previous complaint of Mrs. Hood's regarding slough from the reject pile causing diversion of the east branch of the creek has been taken care of to her satisfaction by some ditching by the contractor, Mr. Gerber. Now, however, Mr. Kellendronk and Mrs. Hood contend that the contractor's blasting and stripping operations have placed obstructions in the west branch of the creek up stream from the crushing plant. This is supposed to have caused the creek to get out of its banksduring high water and to wash small gravel silt etc. into the creek downstream from the plant.

I walked along the creek above the plant and could not find any obstructions that could be attributed to the contractors operations. However, when he resumes crushing, I will do my best to see that there is no further cause for complaint.

Willard J. Scofield
Willard J. Scofield
Resident Engineer

ASSIGNMENT

Date: January 16, 1956 No. [illegible] By [illegible]

Description: Letter of January 13 from J. W. Kellendonk, Estacada, complaining because contractor is dumping reject material into the creek and stating that the creek is not adequate to carry the water anyway.

Acknowledged by____ Referred to Cooper ✓

__ Investigate and report with recommendation
X Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr.______
__ Contact correspondent and report

Remarks:

PLEASE RETURN TO W. C. WILLIAMS

Executed 2-28-56 Report Received______
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Dec
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place where th water slows down. It is only a matter of time if this condition is not corrected that it will back up + flood th whole flat.

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file

ARTMENT

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

SE RETURN TO
WILLIAMS

f December 12, we have had
ation pointed out in your

in one of these creeks has
corner of your property. However
hage to your property so far.

has been instructed to construct
e water to our property. This
ime you receive this letter.

truly yours,

Baldock
Highway Engineer

Williams
Deputy State Highway Engineer

RECEIVED
JAN 20 1956
STATE H[illegible] COMMISSION

P.S. The corner property was looked after But never have any one gone by the rock Crusher and cleaned out the creek so it will not over-flow and take dirt & gravel down the stream so the creek's fill up and over flow. Yours truly. Mrs. Hood.

NOTED
W. C. WILLIAMS

NOTED
L. H. Young

W. Kellendonk
Route # 1 Box 20 A
Estacada, Oregon

file

Estacada Ore
1-13-56

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Dear Sirs:

I wish to bring to your attention th reject going into th creek at your rock crushing operation on River Mill rd.

th contractor has th reject piled near th creek & makes no effort to keep it from washing into th creek in high water. the creek is not adiquate to carry th water anyway so it cannot stand much of this.

It goes through my place & is deposited on my neighbors place where th water slows down. It is only a matter of time if this condition is not corrected that it will back up & flood th whole flat.

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

MENT

ETURN TO
LLIAMS

December 12, we have had
ion pointed out in your

in one of these creeks has
orner of your property. How-
ge to your property so far.

as been instructed to construct
water to our property. This
me you receive this letter.

truly yours,

Baldock
Highway Engineer

RECEIVED
JAN 20 1956
STATE H COMMISSION

C. Williams
uty State Highway Engineer

P.S. The corner property was looked after But never have any one gone by the rock Crusher and cleaned out the creek so it will not over-flow and take dirt & gravel down the stream so the creek's fill up and over flow. Yours truly. Mrs. Hood.

NOTED
W. C. WILLIAMS

NOTED
L. H. Young

file

FORM E-123 50M REVISED 2-

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
DEPARTMENT

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
MAR 15 1956
FOR FILING

S-264(3)

I see no reason why I should have to clean the ditch when this could be prevented & cleaning would only be temporary relief anyway.

It is not my policy to make a kick about anything but I have cleaned the creek on the two places above mine & the one below so you can see I have a different view on this situation than anyone else.

Truly Yours

Jack Kellerdork

Mr Young says this matter has been taken care of. 3-14-56

have had
in your

creeks has
operty. How-
rty so far.

d to construct
operty. This
his letter.

RECEIVED
JAN 20 1956
STATE HIGHWAY COMMISSION

RECEIVED
JAN 16 1956
STATE HIGHWAY COMMISSION

Engineer

NOTED
W. C. WIL

as ~~lo~~ ruined after
by the rock
creek so it
Crusher
will not over-flow and take dirt & gravel down the stream so the creeks fill up and over flow. Yours truly. Mrs. Hood.

NOTED
L. H. Young

file

RECEIVED
MAR 15 1956
FOR FILING

S-264(?)

4367

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
~~STATE HIGHWAY DEPARTMENT~~
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 11, 1956

Mrs. Josephine Hood
Route 1, Box 18
Estacada, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Dear Mrs. Hood:

As a result of your letter of December 12, we have had a field investigation made of the situation pointed out in your letter.

We have found that the water in one of these creeks has overflowed its banks and cut across a corner of your property. However, there has been no erosion or damage to your property so far.

The contractor on this job has been instructed to construct a small channel which will confine the water to our property. This work will be done, no doubt, by the time you receive this letter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

RECEIVED
JAN 20 1956
STATE HIGHWAY COMMISSION

Mr. Young says this
has been

P.S. The corner property was looked after
But never have any one gone by the rock Crusher and cleaned out the creek so it will not over-flow and take dirt & gravel down the stream so the creek's fill up and over flow. Yours truly. Mrs. Hood.

NOTED
C. WILLIAMS

NOTED
L. H. Young

ECEIVED
JAN 12 1956
FOR FILING

5-264(3)

4367

January 11, 1956

Mrs. Josephine Hood
Route 1, Box 18
Estacada, Oregon

Dear Mrs. Hood:

As a result of your letter of December 12, we have had a field investigation made of the situation pointed out in your letter.

We have found that the water in one of these creeks has overflowed its banks and cut across a corner of your property. However, there has been no erosion or damage to your property so far.

The contractor on this job has been instructed to construct a small channel which will confine the water to our property. This work will be done, no doubt, by the time you receive this letter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

LHY:dt me

cc Mr. Forrest Cooper
Mr. R. L. Porter

FORM E-30X—50,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 9th, 1956

SUBJECT: Little Creek-Estacada Section
Complaint of Josephine Hood

To:
Forrest Cooper
Construction Engineer
State Highway Department
Salem, Oregon

Under date of December 14, 1955 you wrote forwarding copy of a letter from Mrs. Josephine Hood, who is the adjacent owner to our gravel source for the Little Creek-Estacada Section of the Woodburn-Estacada Secondary Highway. You asked that we investigate this situation referred to in her letter, and submit a report to your office with our recommendation.

I am enclosing herewith copy of Willard Scofield's report of January 6th on this matter. You will note from this report, that the easterly branch of the creek had gotten out of its banks due to material from the reject pile sloughing into the channel, and causing the creek to cut across the corner of Mrs. Hood's property. Scofield advises that there has been no particular erosion up to the present time. You will also note that he has contacted the contractor, Mr. E. C. Gerber, and arranged to have a small channel change made along our line fence, which should correct the condition that Mr. Hood complains abour. We will see that this matter is taken care of as soon as possible.

A. G. SKELTON
Division Engineer

AGS:w
Encl.

RECEIVED
JAN 10 1956
OFFICE OF
CONSTRUCTION ENGINEER

FORM E-30X 39M 6-51 90116

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 6, 1956

SUBJECT: Creek overflow at gravel source for Little Creek-Estacada Section, Woodburn-Estacada Highway

To:
Mr. A. G. Skelton
Division Engineer
Portland, Oregon

I have investigated the complaint of Mrs. Josephine Hood regarding the damage to her property from blocking of the two small creeks that flow along the east and west sides of the gravel source for the Little Creek-Estacada Project. The easterly branch of the creek has gotten out of its banks due to material which sloughed from the near by reject pile, and it is cutting across a corner of Mrs. Hood's property. However, there has been no erosion so far.

I have asked the Contractor, Mr. E. C. Gerber, to make a small channel change (about 2 ft. x 3 ft. x 100 ft.) along our line fence. Inasmuch as this will provide additional storage area that would otherwise be isolated due to the meanderings of the creek, I believe the Contractor should be paid on force account for this work. Mr. Gerber has already done some ditching which will prevent any damage to Mrs. Hood's property due to overflow from the westerly branch of this creek.

I will expedite this matter before any erosion damage does occur to Mrs. Hood's property.

Willard J Scofield

Willard J. Scofield
Resident Engineer

22385

Estacada, Oregon Rt. 1, Box 18

State Highway Department. Dec 12th 1955

Salem Oregon.

RECEIVED
DEC 14 1955
LEGAL DEPT.

Dear Sir:

Please see to the two Creeks that have been blocked by your gravel source on The Little [illegible] Estacada project.

It has Caused me a lot of damage to my land.

Very truly,
Mrs. Josephine Wood.

(Grantor only reserved right
to use water from springs so long as
it did not interfere with state's use. Quantity &
Quality not guaranteed. 2A No other reservations)
See 185 - 579

RECEIVED
NOV 15 1955
FOR FILING

6R TM

FORM E-90X 37½ 8-54 78730

S-564 (2)
4367

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 15, 1955

SUBJECT: Little Creek-Estacada
Woodburn-Estacada
Contract No. 4367

NOTED
W. C. WILLIAMS

To:

~~Mr. A. G. Skelton~~
~~Division Engineer~~

Reference is made to Laboratory Reports No. 379662, 379804, 379805 and 379806, dated November 8th and 10th, 1955, in which there is a deficiency in the part passing the ¼-inch screen of from 4 to 10 per cent and a P.I. that exceeds the allowable limits by 1 to 2 points in the 1½"-0 base rock being produced.

The deficiencies of the part passing the ¼-inch screen have not improved markedly since October 20th. The P.I., while only slightly above the allowable limits, shows that an area high in fines is now being worked. It would appear that an adjustment in the pit area and plant operations will produce satisfactory aggregate.

Will you please instruct the resident engineer to retighten his inspection. There have been no reports on the hand equivalent values, which have been found helpful in controlling fines. Please have these sent to this office as they are run daily.

The suggestions in my letter of October 31st, if carried out, will improve the quality of the aggregate. When samples of aggregate are taken have the resident engineer mark them so that it is clear that they represent a corrective action taken to improve the quality of the aggregate.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
[illegible] 1955
OFFICE OF
[illegible] ENGINEER

RECEIVED
NOV 11 1955
FOR FILING

S-264(3)
4367

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	Little Cr.-Estacada	Prefix	103-1052
Highway	Woodburn-Estacada	County	Clackamas
Contractor	Edwin C. Gerber	F. A. Project No.	S-264(3)
Submitted by	W. J. Scofield	Date reported	Nov. 10, 1955

Contract No. 4367

REPORT ON SAMPLE OF Coarse AGGREGATE

Source of material River Mill Pit, north of Estacada
Sampled at Bunkers
To be used Base Surfacing.
Sampled by G. J. Kennan
Date received Nov. 9, 1955
Quantity represented

TEST RESULTS

Laboratory No. 379804
Data sheet No. A-42476
Type of Material Cr. Gravel 1½"-0"
Treatment of sample
Screen Opening: To ¼" Sq.
¼" and below— Square

GRANULOMETRIC ANALYSIS

Retained on sieve	Per cent single sieve	Per cent accumulative	Fine aggregate
2	0	0	
1½	1.6	1.6	
1	24.3	25.9	
3/4	19.2	45.1	
½	17.9	63.0	
¼	12.9	75.9	
10	10.2	86.1	
40	7.2	93.3	
80	2.7	96.0	
200	1.9	97.9	
Pass	2.1	2.1	
Total	100.0		

Strength test, per cent of standard mortar:
Compression %
Organic material, color plate No.
Specific gravity (Le Chatelier)
Unit weight, lbs. per cu. ft., dry rodded
Unit weight, lbs. per cu. ft., loose
Fineness factor
Sodium sulfate test, per cent loss
Elutriation %
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines 8 %
Manufactured fines %
Liquid limit: Natural fines 31 %
Manufactured fines %

% Crushed OK
Informational. Not a representative sample.

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I. Excess retained on 3/4". Deficient in material passing ¼".

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Skelton
x Resident Engineer Scofield
Dist. Maint. Supt.
Foreman
x Files
x Geology and Soils
x W. C. Williams
x Larsen

Engineer of Materials

State Printing 58451

Form [illegible]

RECEIVED
NOV 11 1955
FOR FILING

S-264(3)
4367

ON STATE HIGHWAY DEPARTM

Materials Division

Laboratory Report

Project	Little Cr.-Estacada	Prefix	103-1052
Highway	Woodburn-Estacada	County	Clackamas
Contractor	Edwin C. Gerber	Contract No. 4367 F. A. Project No.	S-264(3)
Submitted by	W. J. Scofield	Date reported	Nov. 10, 1955

REPORT ON SAMPLE OF ~~FINE~~ Coarse AGGREGATE

Source of material River Mill Pit. north of Estacada

Sampled at Bunkers

To be used Base Surfacing.

Date received Nov. 9, 1955

Sampled by G. J. Kennen

Quantity represented

TEST RESULTS

Laboratory No. 379805

Type of Material Cr. Gravel 1½-0

Screen Opening: To ¼" Sq.

Data sheet No. A-39986

Treatment of sample

¼" and below— Square

GRANULOMETRIC ANALYSIS

Retained on sieve	Per cent single sieve	Per cent accumulative	Fine aggregate
2	0	0	
1½	0.8	0.8	
1	14.2	15.0	
3/4	16.4	31.4	
½	17.8	49.2	
¼	16.4	65.6	
10	14.3	79.9	
40	11.3	91.2	
80	4.0	95.2	
200	2.5	97.7	
Pass	2.3	2.3	
Total	100.0		

Strength test, per cent of standard mortar:

Compression %

Organic material, color plate No.

Specific gravity (Le Chatelier)

Unit weight, lbs. per cu. ft., dry rodded

Unit weight, lbs. per cu. ft., loose

Fineness factor

Sodium sulfate test, per cent loss

Elutriation %

Asphalt stripping: Natural fines

Manufactured fines

Plasticity index: Natural fines 7 %

Manufactured fines %

Liquid limit: Natural fines 30 %

Manufactured fines %

% Crushed OK.

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Skelton
X Resident Engineer Scofield
Dist. Maint. Supt.
Foreman
X Files
X Geology and Soils
X W. C. Williams
X Larson

G. W. Harr

Engineer of Materials

State Printing 83451

RECEIVED
NOV 10 1955
FOR FILING

S-264 (E)
4367

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

W. C. WILLIAMS

Salem, Oregon
November 9, 1955

SUBJECT: Little Creek-Estacada
Woodburn-Estacada
Contract No. 4367

To:

Mr. A. G. Skelton
Division Engineer

Reference is made to Laboratory Report No. 379354, dated November 3, 1955, in which a 4% deficiency is noted on the part passing the ¼-inch screen.

Will you please bring this to the attention of the resident engineer and instruct him to tighten his stone base course material inspection.

Also, please have him mark samples taken after corrected action, so that it is clear they represent the improved material.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

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NOV 9 1955
FOR FILING
FORM E-80X 37½ 3-54 78780

4367

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 8, 1955

SUBJECT: Little Creek-Estacada
Woodburn-Estacada Highway
Contract No. 4367

To:

Mr. A. G. Skelton
Division Engineer

W. C. WILLIAMS

Reference is made to Laboratory Report 379555, dated November 4, 1955, showing approximately 11% deficiency of the part passing the ¼-inch screen.

Will you please have the resident engineer adjust the contractor's operations so that the final stone base material meets our specification requirements.

Please continue to have the resident engineer mark the samples obtained after corrective action is taken, so as to show that they represent the improved material.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
[illegible] 1955
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 2 1955
FOR FILING

4367

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1955

SUBJECT: Little Creek-Estacada
Woodburn-Estacada
Contract No. 4367

W. C. WILLIAMS

To:

Mr. A. G. Skelton
Division Engineer

Reference is made to Laboratory Reports 378654 and 378776, dated October 21st and 26th respectively, showing gradation and Liquid Limits failing to meet requirements of pages 2 and 3 of the Special Provisions.

Please have the resident engineer retighten his control on production, placing emphasis on removal of plastic fines that affect both Liquid Limit and Plasticity Index. The continued use of Sand Equivalent tests and plant screening plus thorough stripping of this particular pit will aid in improving the quality of base course aggregate to be manufactured for this contract.

Please instruct the resident engineer to mark base aggregate samples taken after a corrective action so that it is plain that they represent a result of such action taken on a particular date.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

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NOV 1 1955
OFFICE OF
ENGINEER

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OCT 25 1955
FOR FILING

FORM E-20X 37½ 3-54 73730

5-244 (3)

4367

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 24, 1955

SUBJECT: Little Creek-Estacada
Woodburn-Estacada
Contract No. 4367

NOTED
W. C. WILLIAMS

To:
Mr. A. G. Skelton
Division Engineer

Reference is made to Laboratory Report 378554, dated October 20, 1955, which still shows a continued deficiency of materials passing the ¼" screen.

Please have the resident engineer work with the contractor to produce material meeting our specifications, as indicated on pages 3 and 4 of the Special Provisions, and have the samples obtained after corrective action is taken marked so as to show that they represent the improved material.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:ef

cc to: W. C. Williams
Ray Webber

RECEIVED
OCT 25 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 13 1955
FOR FILING

S-264(3)
4-9

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 11, 1955

SUBJECT: Little Creek-Estacada
Woodburn-Estacada Sec.
Contract No. 4367

To:
Mr. A. G. Skelton
Division Engineer

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Reports 377492 and 377524 dated October 7, 1955, which show a slight deficiency in the part passing the ¼" inch screen of 2 - 3 per cent.

Will you please inform the resident engineer that his inspector should work with the contracter to correct this minor deficiency.

Also have samples submitted after the correction is made, marked so that it is clear that the samples represent corrected material.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams ✓
Ray Webber

Form 2-61—[illegible]—10-54

4(3)

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Little Gr.-Estacada			Prefix No.	103-1052
Highway	Woodburn-Estacada			County	Clackamas
Contractor	Edwin C. Gerber	Contract No.	4367	F. A. Project No.	S-264(3)
Submitted by	W. J. Scofield			Date reported	Sept. 23, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: River Mill Gravel Pit at Estacada
Sampled at: Stockpile
To be used: Base Surfacing
Sampled by: W. J. Scofield
Date received: Sept. 21, 1955
Quantity represented: Ample

TEST RESULTS

Laboratory No. 375900
Data Sheet No. 4-39979
Type of material: Cr. Gravel 2-0
Screen opening: To ¼": Sq.; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
1½	0	0	
1	14.6	14.6	
3/4	18.4	33.0	
½	25.0	58.0	
4	17.9	75.9	
10	10.0	85.9	
40	3.5	89.4	
Pass	10.6	10.6	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	7	%
Manufactured fines		%
Liquid limit: Natural fines	37	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Skelton
X Resident Engineer Scofield
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X Larson
X W. G. Williams

Engineer of Materials

State Printing 79680

m E-61—30M—10-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

		Prefix No.	103-1052
oject	Little Cr.-Estacada	County	Clackamas
ighway	X Woodburn-Estacada	F. A. Project No.	[illegible]-264(3)
ontractor	Edwin C. Gerber	Contract No. 4367	
ubmitted by	W. J. Scofield	Date reported	Sept. 21, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

ource of material River Mill Gravel Pit at Estacada
Sampled at Stockpile
Date received Sept. 19, 1955
o be used Base Surfacing
Quantity represented [illegible]
ampled by J. A. Larson

TEST RESULTS

Laboratory No. 375552
Data Sheet No. A-4401
Type of material Cr. Gravel
Screen opening: To ¼": Sq.; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	0.4	0.4	
1	8.5	8.9	
¾	9.2	18.1	
¼ ~~½~~	~~9.8~~ 18.9	[illegible] 37.0	
[illegible]	22.2	59.2	
4	16.8	76.0	
10	12.4	88.4	
40	3.1	91.5	
Pass	8.5	8.5	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		%
Plasticity index: Natural fines	7	%
Manufactured fines		%
Liquid limit: Natural fines	34	%
Manufactured fines		

% Crushed. OK

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I. Preliminary Check prior to using.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer • Skelton
X Resident Engineer Scofield
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X W. C. Williams
X Larson

Engineer of Materials

State Printing 79635

EIVED
16 1955
FILING

264 (3)
367

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 14, 1955

SUBJECT:

NOTED
W. C. WILLIAMS

Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4699 Sellwood Station
Portland 2, Oregon

Dear Sir:

It is noted on the weekly report for the Woodburn-Estacada Contract No. 4367 that Edwin C. Gerber is stockpiling 2"-0 base material which appears to have excessive P. I.

Please be certain that this material is not used on the road until the objectionable P. I. has been removed.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease
Edwin A. Pease
Construction Office Engineer

EAP:dt

cc- Mr. W. C. Williams ✓
Mr. W. J. Scofield

RECEIVED
SEP 13 1955
FOR FILING

264(3)
4367

September 8, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

This is to advise you that work was started on July 9, 1955 on Contract No. 4367, Little Creek-Estacada Section, in Clackamas County, in connection with Federal Aid Project No. S-264(3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Asst. State Highway Engineer

DBP:sh

RECEIVED
MAY 10 1955
FOR FILING

[illegible]
[illegible] 9

May 9, 1955

Mr. Edwin C. Gerber
Route 5, Box 505
Oregon City, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4367, which was awarded to you by the State Highway Commission, covering the Little Creek-Estacada Section of the Woodburn-Estacada Highway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAR 4 1955
FOR FILING

S-264(3)
4367

March 4, 1955

Mr. Edwin C. Gerber
Rt. 5, Box 505
Oregon City, Oregon

Dear Sir:

The State Highway Commission on March 3, 1955 awarded to you State Highway Contract No. 4367 for paving the Little Creek-Estacada Section of the Woodburn-Estacada Highway in Clackamas County.

This award was based on your bid of $152,986 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

6-1056 China Camp Marsh Section 19[illegible]

[illegible]

RECEIVED
OCT 11 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) October 7, 1955

6-1036
4368

(CONTRACT NO.) 4368

(EST. NO.) 4-Final

(CONTRACTOR) Woodward & Son & Barklow

(VOUCHER NO.) 20508

(WARRANT NO.) B-133806

(AMOUNT) $ 824.55

(DATE) 10/7/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: None

Completion Date: Aug. 18, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-11-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 11 1955
Ruth Rawlings

NOTED ON CARD

RECEIVED
SEP 30 1955
FOR FILING

6-1056

4368

6

September 30, 1955

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4368 for paving on the China Camp Marsh Section of the Oregon Coast Highway in Coos County was completed by the contractor, Woodward & Son & Barklow, on August 18 and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $824.55 will be released to the contractor on or after October 10, 1955. The total contract amount is $27,484.86 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Ernie Smith Insurance & Real Estate
2nd & Taylor Sts.
Coquille, Oregon

NOTED ON CARD

gl

RECEIVED
SEP 14 1955
FOR FILING

6-1056
4368

September 13, 1955

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Woodward & Son & Barklow on contract No. 4368, covering paving on the China Camp Marsh Section of the Oregon Coast Highway in Coos County. This payment, in the amount of $19,621.59 will be released to contractor on or after September 23, 1955. The retained percentage is $824.55.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

rn

cc - United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
9-13-55
m

6-1056

Form E-1—1954

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
FOR CONSTRUCTION PROJECTS ONLY

Final Report

For Week Ending August 20, 1955

Section China Camp Marsh

Highway Oregon Coast

Contractor Woodward Son & Barklew

Date of contract March 3, 1955

Date work started May 10, 1955

Project authorization $ 30,361.50

Exclusive of Engineering $ 28,202.46

Kind of work Paving

Section prefix 6-1056

Contract number 4368

Date of completion August 31, 1955

Estimated date of completion August 18, 1955

Per cent of time elapsed 94 %

Estimated cost of completed project, exclusive of engineering $ 28,847.36

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 2159.04

Engineering cost to date $ 2159.04, 100 %

Date project was completed August 18, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The project was completely paved this week.

The shoulders were placed on and the project completed August 18, 1955.

The semi final has been made out, but not forwarded until disposition of some 50-60 cubic yards of rock left on hand has been taken care of. It will be forwarded early next week.

RECEIVED
AUG 22 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

Signed

Address North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77099

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					0.60
Miles partially completed					0.60
Miles completed					0.60
Total estimated quantities				AC	1,756.115 t
Estimated quantities moved or placed to date				AC	"
Average daily quantities		three days paving			185 t.
Average daily quantities necessary to complete project on time		project completed			
Number shifts per day					1
Hours per shift					8
Average force on project for week					13

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ....X....., Rollers ..X......, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., . . . 1 paving plant;1 paving machine; 1 water wagon; 5 trucks; 1 loader.

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		Project completed
Friday	"		
Saturday	"		

RECEIVED
APR 7 1955
FOR FILING

6-1156

4368

April 6, 1955

Woodward & Son & Barklow
910 Knott St.
Coquille, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4368, for paving on the China Camp Marsh Section of the Oregon Coast Highway in Coos County, awarded March 3, 1955.

Contract No. 4369, for paving on the Myrtle Point (Ash & 8th Sts.) Section in Coos County, awarded March 3, 1955.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
MAR 4 1955
FOR FILING

6-1156
4368

March 4, 1955

Woodward & Son & Barklow
910 Knott Street
Coquille, Oregon

Gentlemen:

The State Highway Commission on March 3, 1955 awarded to you State Highway Contract Nos. 4368 and 4369 for your combination bid for paving the China Camp Marsh Section of the Oregon Coast Highway and for Myrtle Point (Ash and 8th streets) Paving Project, both in Coos County.

This award was based on your bids of $26,738 and $11,967, respectively, which were the low combination bids submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

30[illegible]-1710 [illegible] Point (1st and 8th 193[illegible]
Streets)
369

RECEIVED
SEP 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 15, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4369	2-Final	Woodward & Son and Barklow

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18776	P-132138	$ 500.00	9/15/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: None

Completion Date: Aug. 4, 1955

Date Accepted: Aug. 11, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-19-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
By Floyd Query
Ass't. Secretary

Warrant Mailed: 1955
Ruth Rawlings

NOTED ON CARD
gf

RECEIVED
SEP 8 1955
FOR FILING

306-1710
4369

September 7, 1955

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4369 for work performed on the Myrtle Point (Ash & 8th Sts.) Section in Coos County was completed by the contractor, Woodward & Son & Barklow, on August 4 and was formally accepted by the Highway Commission on August 11, 1955.

Final payment in the amount of $500.00 will be released to the contractor on or after ~~August~~ Sept 17, 1955. The total contract amount is $10,254.43 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
AUG 25 1955
FOR FILING

306-1710
4369

August 24, 1955

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Woodward & Son & Barklow in connection with contract No. 4369, for paving on the Myrtle Point (Ash & 8th Streets) City Streets Section in Coos County.

This payment, in the amount of $9,754.43, will be released to the contractor on or after September 3, 1955. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of trade Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—1004

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
FOR CONSTRUCTION PROJECTS ONLY

FINAL REPORT

For Week Ending August 5, 1955

Section Myrtle Point (Ash & 8th. Sts.)
Highway City Streets
Contractor Woodward & Son & Barklow
Date of contract March 3, 1955
Date work started June 23, 1955
Project authorization $13,462.88
Exclusive of Engineering $12,505.52

Kind of work Paving
Section prefix 306-1710
Contract number 4369
Date of completion August 31, 1955
Estimated date of completion August 5, 1955
Per cent of time elapsed 87%

Estimated cost of completed project, exclusive of engineering $10,924.43
Per cent of contract completed, based on total contract price 100%
Engineering authorization $957.36
Engineering cost to date $957.36, 100%
Date project was completed August 5, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project was started on Monday and completed on Thursday. All cleaning up work completed on Friday.

Semifinal forwarded on Friday.

An order for sealing by the state oiling crew was forwarded on Thursday. Said oiling crew is in the area at this time, and will seal the pavement on or before August 19, 1955.

NOTED
W. T. WRIGHT

RECEIVED
1955
OFFICE OF
CONST[illegible]

Signed
Address North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
FORREST COOPER

State Printing 77080

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					0.23
Miles partially completed					0.23
Miles completed					0.23
Total estimated quantities				rock AC	235 804.798
Estimated quantities moved or placed to date					same
Average daily quantities					200 tons
Average daily quantities necessary to complete project on time			Project completed		
Number shifts per day					1
Hours per shift					8
Average force on project for week					12

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ....1...., Rollers ....1...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., 1 Adnum Paver; 5 trucks; 1 loader. . . . .

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
APR 7 1955
FOR FILING

366-1110
4369

April 6, 1955

Woodward & Son & Barklow
910 Knott St.
Coquille, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4368, for paving on the China Camp Marsh Section of the Oregon Coast Highway in Coos County, awarded March 3, 1955.

Contract No. 4369, for paving on the Myrtle Point (Ash & 8th Sts.) Section in Coos County, awarded March 3, 1955.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
MAR 4 1955
FOR FILING

306-1710
4369

March 4, 1955

C
O
P
Y

Woodward & Son & Barklow
910 Knott Street
Coquille, Oregon

Gentlemen:

The State Highway Commission on March 3, 1955 awarded to you State Highway Contract Nos. 4368 and 4369 for your combination bid for paving the China Camp Marsh Section of the Oregon Coast Highway and for Myrtle Point (Ash and 8th Streets) Paving Project, both in Coos County.

This award was based on your bids of $26,738 and $11,967, respectively, which were the low combination bids submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
FEB 25 1955
FOR FILING

306-1710
4369

February 25, 1955

Mr. Ben E. Nichols, City Recorder
City Hall
Myrtle Point, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Myrtle Point covering the Special City Allotment Project on Ash Street in the City of Myrtle Point.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
FEB 28 1955
FOR FILING
306-1710
4369

Sp. State Tax Street Fund
109

Salem, Oregon
February 25, 1955

Special City Allotment Project
Ash Street
City of Myrtle Point
Coos County

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto is a conformed copy of an agreement with the City of Myrtle Point covering the Special City Allotment Project in the City of Myrtle Point.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Myrtle Point, Oregon.

Secretary

TH
Attach: 1

REFERRED TO
Query
BY SECRETARY
& file

2-7-55

ORDINANCE NO. 656

An ordinance providing for a form of agreement by and between the City of Myrtle Point, Oregon, and the State of Oregon acting by and through its State Highway Commission, for the improvement of Ash Street from Fourth Street to Eighth Street, and Eighth Street from Ash Street to Spruce Street, a distance of approximately 0.23 mile, and declaring an emergency.

WHEREAS, the City of Myrtle Point, Oregon, has heretofore made application to the State Highway Commission for assistance in repairing or reconstructing streets under the provisions of ORS 366.800 and 366.805, and

WHEREAS, the State Highway Commission has accepted such application for the improvement of Ash Street from 4th Street to Eighth Street, and Eighth Street from Ash Street to Spruce Street, and

WHEREAS, in the form of agreement prepared by the State Highway Commission, a copy of which, marked "Exhibit A", is attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to Fifteen Thousand and No/100 ($15,000) Dollars, and the City of Myrtle Point to pay all cost in excess of said $15,000;

The City of Myrtle Point does ordain as follows:

SECTION 1: That that certain form of agreement herein above referred to be entered into by the City of Myrtle Point, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of Ash Street and Eighth Street, and is hereby approved and accepted as submitted.

SECTION 2: That the Mayor and Recorder are hereby authorized and directed to execute said agreement in triplicate and to deliver said agreement to the State Highway Commission for execution by said Commission.

SECTION 3: WHEREAS, it is necessary that said improvements be made in the spring or summer of 1955 while the weather permits, and whereas the State Highway Commission cannot award a contract for said improvements until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Myrtle Point, Oregon, an emergency is declared to exist and this ordinance shall be in full force and effect from and after its passage by the Council and approval by the Mayor, as authorized by the City Charter dated September 1, 1954

Ayes Six

Nays None

Submitted to and approved by the Mayor on the 7th day of February 1955.

Attest:

Recorder

Mayor

RECEIVED

FORM E-30 20M 9-51 82815

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Jan. 26, 1955

NOTED
Harold C. Ayers

To: Mr. Tom Edwards
Division Engineer
Division III
Roseburg, Oregon

SUBJECT: Base Design Charts for check

Dear Sir:

Reference is made to the Ash and 5th St. Section, of the Myrtle Point City Sts.

Enclosed you will find 5 base design charts prepared from laboratory tests, numbers 355958, 355959, 355960, 355961, and 355962.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.
THE FINAL DESIGN HAS BEEN APPROVED.

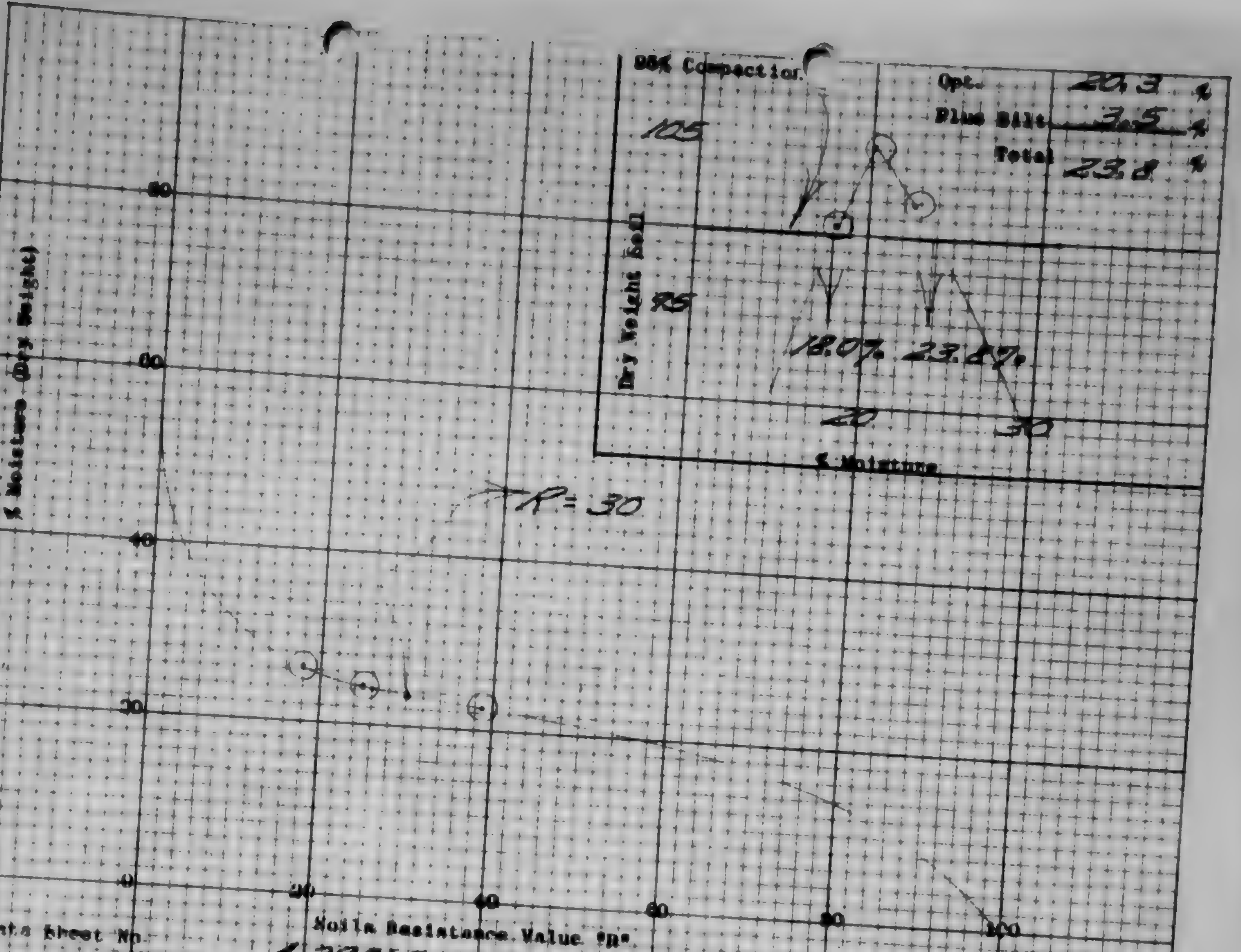
Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc
H. G. Smith
F. Klahoe
County and City
E. S. Unger

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1000H
TECHNICHART
DIVISIONS PER INCH BOTH WAYS 100 DIVISIONS



Opt. 20.3 %
Plus Silt 3.5 %
Total 23.8 %

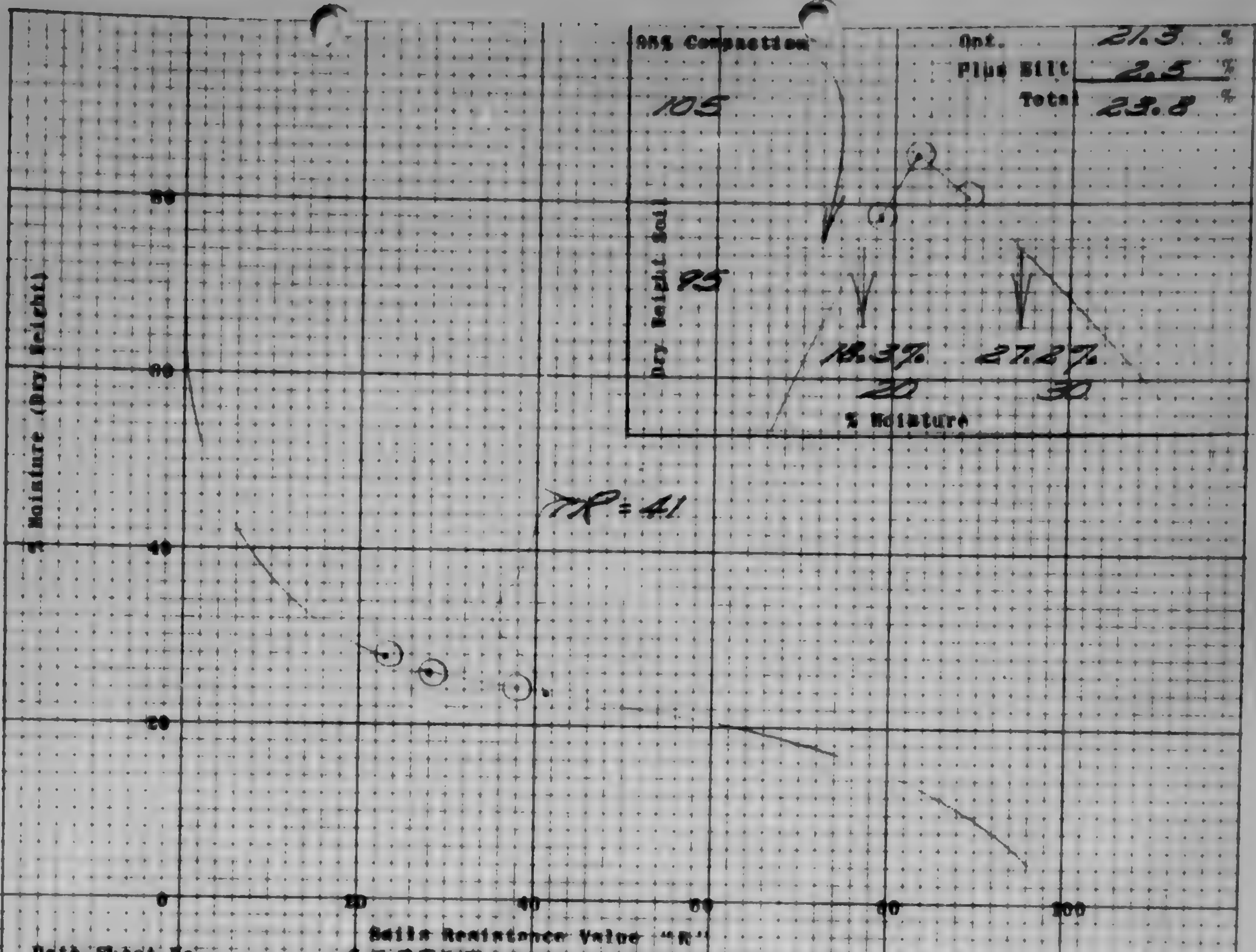
Data Sheet No. A29863
Lab. No. 355958
LL 40
PI 17
Pass 200 Screen 72.9%
HYDROMETER ANALYSIS
Particles larger than 2.0 mm. 10.0%
Coarse Sand 7.7%
Fine Sand 16.1%
Silt 29.7%
Clay 36.5%
G 2.69
Natural Moisture %

Base & Wear L-17 Traffic 6.5 "
Minus Rock Reduction "
"
Minus Wearing Surface "
3.0 "
Plus 20% Increase 5.5 "
Plus Wearing Surface 1.5
3.0 "
Total Base & Wear 10.0 "

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section Ash & 8th Sts.
Hwy Myrtle Point City Sts.
Station 10' L. E. 100' N. Int. 8th & Spruce
Depth - 0.3 - 1.8
Hole #
To be used - Subgrade
Prefix No.
County - Coos
Date 1-27-55
Designed by - J



Opt. 21.3 %
Plus Silt 2.5 %
Total 23.8 %

Data Sheet No. A29865
Lab. No. 355960
LL 43
PI 18
Pass 200 Screen 63.3%
HYDROMETER ANALYSIS
Particles larger than 2.0 mm 20.3%
Coarse Sand 7.7%
Fine Sand 14.3%
Silt 23.5%
Clay 34.2%
Sg 2.69
Natural Moisture %

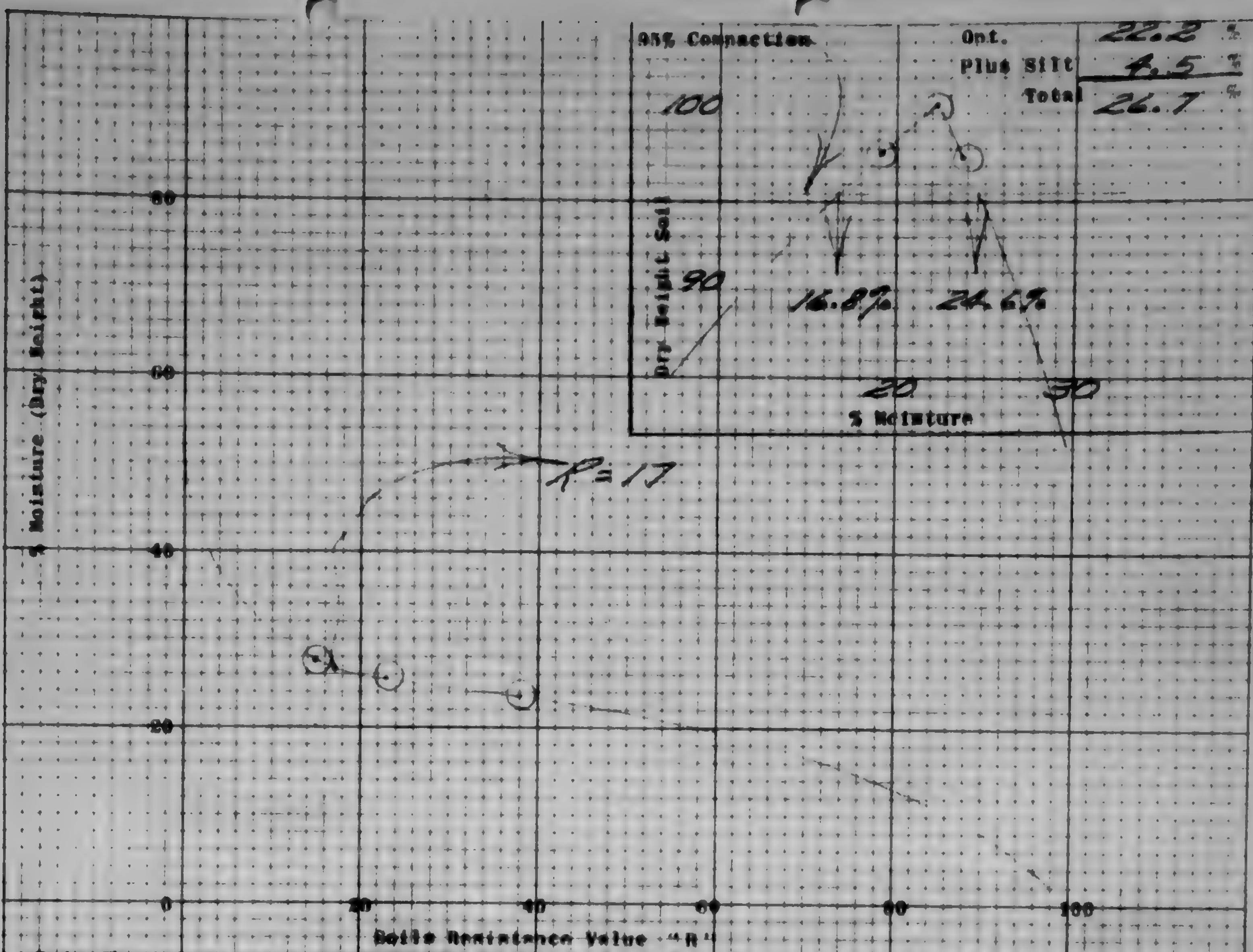
Base & Wear L.M. Traffic 8.5 "
Minus Rock Reduction — "
"
Minus Wearing Surface 3.0 "
5.5 "
Plus 25% Increase 1.5
Plus Wearing Surface 3.0 "
Total Base & Wear 10.0 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section Ash & 8th Sts.
Hwy Myrtle Point City Sts.
Station 10' N. E. 70' W. Int. 8th & Ash
Depth 6½" - 48"
Hole #
To be used - Subgrade
Prefix No.
County - Coos
Date 1-27-55
Designed by S

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area, base depth should be 1/2 frost penetration

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000H
CLEARPRINT PAPER CO. NO. T3190. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS



Opt. 22.2 %
Plus Silt 4.5 %
Total 26.7 %

Data Sheet No. A29868
Lab. No. 355962
LL 35
PI 10
Pass 200 Screen 81.2 %
HYDROMETER ANALYSIS
Particles larger than 2.0 mm 1.1 %
Coarse Sand 5.4 %
Fine Sand 20.3 %
Silt 36.6 %
Clay 36.6 %
Sg 2.66
Natural Moisture %

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area, base depth should be 1/2 frost penetration.

Base & Wear L-M Traffic 10.5 "
Minus Rock Reduction — "
Minus Wearing Surface 3.0 "
7.5 "
Plus 25% Increase 2.0 "
Plus Wearing Surface 3.0 "
Total Base & Wear 12.5 "

OREGON STATE HIGHWAY DEPARTMENT

SOILS DIVISION

BASE DESIGN CHART

Section Ash & 8th St.
Hwy. Myrtle Point City Sts.
Station 10' S. E. 150' W. Int. 6th & Ash
Depth 8" - 48"
Hole #
To be used Subgrade
Prefix No.
County - Coos
Date 1-27-55
Designed by B

CLEARPRINT PAPER CO. NO. T3190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1000H

7-19-54

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Myrtle Point is an incorporated city of the State of Oregon, and has a population of 2033 2238, as given by the latest official census, and

WHEREAS, the following streets of said city, ____________________

RECEIVED
JUL 21 1954
ENGINEER
COUN[illegible] RELATIONS

Form cc-50 (1953 Rev.)
Special City Allotment

On Ash Street from 4th to 8th Street and from Ash to Spruce Street ~~about (1420) linear feet~~. On 5th Alley to Ash, (100)feet and on 6th Spruce Street to Ash Street (200) feet. Total (1420) linear feet.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Ash Street from 4th Street to 8th Street and on 8th street from Ash Street to Spruce Street, ~~about (1120) Linear feet~~ On 5th Street from Alley to Ash street and on 6th Street from Spruce Street to Ash Street.

Total (1420) feet.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Myrtle Point does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Bert Pearson as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 19th day of July, 19 54

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---------- ----------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Myrtle Point at a regular or special meeting of said Council, held on the 19th day of July, 19 54, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 19th day of July, 19 54.

H W Perkins
City Recorder

MYRTLE POINT

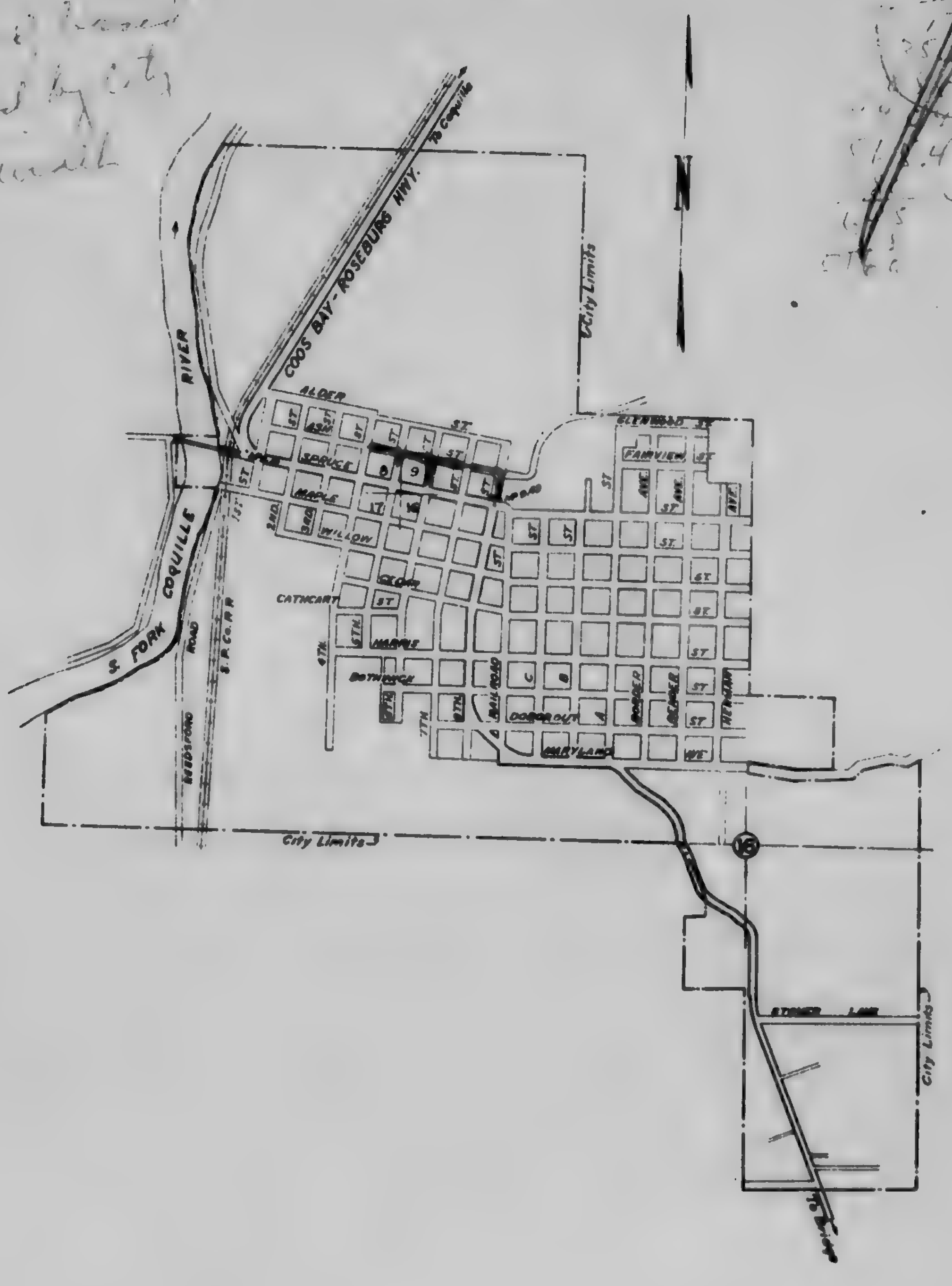
Scale: 0 400 800 1600

COOS COUNTY

T.29S., R.12 W., W.M.

5280
23
15840
10560
121440

[illegible] Road
[illegible] by City
36.5 [illegible]



[illegible]

-176 R. Davenport-Hauser [illegible] Co. of the [illegible] 1955
Oregon Coast Highway

1370

RECEIVED
JAN 8 - 1958
FOR FILING

10-1066

4370

January 7, 1958

American Surety Company
600 Yeon Building
Portland 4, Oregon

Attention: Mr. K. Boopley
Bond Underwriter

Gentlemen:

In reply to your letter of December 31, we can advise that Contract No. 4370, awarded to Petersen Bros., Florence, for shoulder oiling on the Reedsport-Hauser Section of the Oregon Coast Highway in Douglas and Coos Counties, was completed August 24, 1955 and accepted by the Highway Commission September 22, 1955. The final contract price was $21,203.05. The amount of the original contract was $22,075.46.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

A. F. LAFRENTZ
Chairman of the Board

W. E. McKELL
President

American Surety Company
of New York

PORTLAND BRANCH OFFICE
600 YEON BUILDING
522 S.W. FIFTH AVENUE – PORTLAND 4, OREGON – TEL. CAPITOL 8-9438

DAVID A. LEWIS
Manager

December 31, 1957

State of Oregon Highway Commission
Salem,
Oregon

Re: [illegible] Creek Construction Company - Contract No.
4370 - Shoulder [illegible] the Reedsport-[illegible]
Section of the [illegible] Highway in Douglas
and Coos Counties [illegible]
4370 [illegible] Pres.)

Gentlemen:

The captioned contract was accepted by you as complete on approximately October 10, 1955 and it is our understanding that the final contract price was considerable under the original bid and contract estimate.

In order to adjust and correct our insureds account, we would greatly appreciate your advice on the final, accepted contract price on Contract Number 4370.

Thank you for your help in this matter.

Yours very truly,

[illegible]

cc: [illegible] Insurance [illegible]
P. O. Box 39[illegible]
Florence, Oregon

[illegible]

RECEIVED
OCT 25 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) October 20, 1955

10-1006

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4370	4-Final	Petersen Bros.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21212	R-134579	$ 636.09	10/20/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 8-31-55

Time Extensions: none

Completion Date: 8-24-55

Date Accepted: 9-22-55

Penalties: none

Claims: none

Remarks:

Date: 10-21-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: 24
Ruth Rawlings

NOTED ON CARD

RECEIVED
OCT 13 1955
FOR FILING

10-006
4370

October 13, 1955

CERTIFIED MAIL

American Surety Company of New York
David A. Lewis, Assistant Manager
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4370 for work performed on the Reedsport-Hauser Section of the Oregon Coast Highway in Coos and Douglas Counties was completed by the contractor, Petersen Bros., on August 24 and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $636.09 will be released to the contractor on or after October 24, 1955. The total contract amount is $21,203.05, of which amount $127.64 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. James W. Neilson
Box 7
Florence, Oregon

NOTED ON CARD

8

RECEIVED
SEP 29 1955
FOR FILING

10-11-66
4370

September 29, 1955

CERTIFIED MAIL

American Surety Company of New York
David A. Lewis, Assistant Manager
725 Yeon Bldg.
Portland 4, Oregon

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Petersen Bros. in connection with contract No. 4370, for shoulder oiling on the Reedsport-Hauser Section of the Oregon Coast Highway in Douglas and Coos Counties.

This payment, in the amount of $1,984.18, will be released to the contractor on or after October 10, 1955. The retained percentage is $636.09.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. James W. Neilson
Box 7
Florence, Oregon

NOTED ON CARD

Form E-1—1084

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 27, 1955

Section Reedsport-Hauser

Kind of work Shoulder Oiling

Highway Oregon Coast

Section prefix [illegible] 10-1006

Contractor Peterson Brothers

Contract number 4370

Date of contract March 13, 1955

Date of completion August 31, 1955

Date work started June 28, 1955

Estimated date of completion August 24, 1955

Project authorization $25,172.39

Exclusive of Engineering $23,382.36

Per cent of time elapsed 98 %

Estimated cost of completed project, exclusive of engineering $23,382.36

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $1,790.03

Engineering cost to date $1,120.00, 62 %

Date project was completed 8 - 24, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor was down Wedenesday and cleaned up ditch around Clear Lake. No other activity on this project during this week.

This will be the last report submitted on this project as construction has been completed and final quantities are being compiled.

NOTED
OSCAR CUTLER

NOTED
H. G. SMITH

NOTED
W. T. WRIGHT

[illegible]

RECEIVED
AUG [illegible] 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed P. T. Burnett Res. Engr.

Address Box 122, Reedsport.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77000

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ....Loader-Grader comb. . . . ., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	FAIR ALL WEEK		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
APR 7 1955
FOR FILING

11-1006
4370

8

April 7, 1955

Petersen Bros.
P. O. Box 303
Florence, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4370, which was awarded to you on March 3 by the State Highway Commission, for shoulder oiling on the Reedsport-Hauser Section of the Oregon Coast Highway in Douglas and Coos Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAR 4 1955
FOR FILING

10-1006
4370

March 4, 1955

Petersen Bros.
P. O. Box 303
Florence, Oregon

Gentlemen:

The State Highway Commission on March 3, 1955 awarded to you State Highway Contract No. 4370 for shoulder oiling on the Reedsport-Hauser Section of the Oregon Coast Highway in Douglas and Coos Counties.

This award was based on your bid of $22,075.46 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

L- 304 Multnomah Falls-Viento Sec. 1955
Production [illegible]
4371

RECEIVED
APR 25 1956
FOR FILING

April 18th, 1956

FINAL COST ANALYSIS
Rock Production
Barney B. Helser, Contractor
J. W. Cochell, Resident Engineer

Multnomah Falls-Viento Section
Contract #4371

14-8304

Columbia River Highway
Prefix 14-8304

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
2"-0 Cr. Gravel in S.P.	396.52	Cu. Yd.	$1.85	$2.202	$ 873.31	$ 733.56
3/4"-0 Cr. Gravel in S.P.	677.85	" "	1.85	2.202	1,492.80	1,254.02
3/4"-½" Cr. Gravel in S.P.	1,238.54	" "	1.85	2.202	2,727.75	2,291.30
½"-¼" Cr. Gravel in S.P.	2,379.58	" "	1.85	2.202	5,240.80	4,402.22
¼"-#10 Cr. Gravel in S.P.	1,823.74	" "	1.85	2.202	4,016.60	3,373.92
¼"-0 Cr. Gravel in S.P.	4,160.84	" "	1.85	2.202	9,163.80	7,697.55
Haul Cr. Gravel, Pile Measure	16,073.17	Yd. Mi.	0.15	0.172	2,758.73	2,410.98
S.P. Screen Rejects in S.P.	72.55	Cu. Yd.	0.25	0.25	18.14	18.14
					$26,292.03	$22,181.69

Total Cost	$26,292.03
Gross Revenue	22,181.69
Net Loss	$ 4,110.34

Net Loss Equals 18.5% of Gross Revenue

NOTED
State Highway Engineer

Breakdown of Crushing Cost

	Quantity	Unit	Total Cost	Unit Cost
Move In & Set Up	10,677.07	Cu. Yd.	$ 1,475.66	$0.139
Feed Crusher	"	" "	6,276.51	0.587
Crushing	"	" "	14,684.23	1.375
Stockpiling	"	" "	1,078.76	0.101
				$2.202
Haul Cr. Gravel, Pile Measure	16,073.17	Yd. Mi.	$ 2,758.73	$0.172

Detail of Cost

Labor:		
Labor	$11,121.30	
Labor Insurance	771.48	
Health & Welfare	208.54	
		$12,101.32
Equipment Rentals & Misc. Supplies:		
Equipment Rental	$10,283.34	
Gas, Oil and Grease	2,576.05	
P.L. & P.D. Insurance	139.00	
Royalty	326.75	
P.U.C.	130.51	
Bond	166.36	
Small Tools & Misc. Supplies	205.65	
Home Office & General Overhead	363.05	
		14,190.71
Total Cost		$26,292.03

Remarks:

This was a "State Project" for crushing and stockpiling 10,677 cu. yd. of crushed gravel for maintenance. The contract was bid and awarded March 3rd, 1955. Work started March 8th, 1955 and was completed June 6th, 1955.

The contractor used the gravel deposit designated by the State located on the southerly side of and adjacent to the highway at M.P. 44.4 at Herman Creek.

The contractor started moving in his crushing equipment March 8th but did not start setting up until March 21st due to inclement weather. Production was started April 11th, working one 8-hour shift. The contractor had considerable trouble at this setup due to poor rock on the east side of the creek. A channel change was put in the creek and then rock was taken from the west side until high water forced him to shut down. The contractor then to keep operating purchased 6,500 cu. yd. at $0.05 per cu. yd. on the south and adjacent to the state-owned property. Considerable time was lost due to breakdowns and inclement weather. The 10,677 cu. yd. were produced in 272 hours for an average of 39.25 cu. yd. per hour.

The contractor, with a low bid price and below average production for his plant, realized a loss.

R. D. Asburry
Chief Cost Analyst

By . . C. E. Layton

14 - 8304

B

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 9, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4372	4-Final	Barney R. Helser	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15592	R-128723	$ 547.58	8/9 55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **July 31, 1955**

Time Extensions: **None**

Completion Date: **June 6, 1955**

Date Accepted: **Sept. 22, 1955**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **9-27-55**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
~~H. B. Glaisyer~~
ass't. Secretary

Warrant Mailed: SEP 27 1955

Ruth Rawlings

NOTED ON CARD

B.

RECEIVED
JUL 19 1955
FOR FILING

14-8304
4371

July 18, 1955

CERTIFIED MAIL

Great American Indemnity Company
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract No. 4371 for work performed on the Multnomah Falls-Viento Section of the Columbia River Highway in Hood River and Multnomah Counties was completed by the contractor, Barney B. Helser, on June 6, 1955, but has not as yet been accepted by the Commission.

Final payment in the amount of $547.58 will be released to the contractor after acceptance by the Commission. The total contract amount is $22,181.69, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

NOTED ON CARD
dc

1-1-8304

Form E-1—1086

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 24, 1955

Section Multnomah Falls-Viento

Highway Columbia River

Contractor Barney B. Helser

Date of contract March 5, 1955

Date work started March 8, 1955

Project authorization $ 23,681.25

Exclusive of Engineering $ 21,997.25

Kind of work Rock Production

Section prefix 14-8304

Contract number 4371

Date of completion July 31, 1955

Estimated date of completion July 31, 1955

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 21,997.25

Per cent of contract completed, based on total contract price 100% %

Engineering authorization $ 1,684.00

Engineering cost to date $ 1,550, 92.04 %

Date project was completed June 6, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-Final Completed, Friday June 24, 1955.

Contractor Completed Production June 6, 1955.

Tuesday June 21, 1955 equipment still at job site.

NOTED
H. G. SMITH

NOTED
OSCAR CUTLER
NOTED

NOTED
FORREST COOPER

RECEIVED
JU [illegible] 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

Signed James W. Cabell

Address P.O. Box 4699, Sellwood Station.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 7706

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			28.25		
Miles partially completed			0		
Miles completed			28.25		
Total estimated quantities			10,749.62		
Estimated quantities moved or placed to date			10,749.62		
Average daily quantities			Complete		
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	FAIR		
Monday	FAIR		
Tuesday	FAIR		
Wednesday	SHOWERS		
Thursday	FAIR P.M.	CLOUDY A.M.	
Friday	FAIR		
Saturday	CLOUDY		

RECEIVED
JUL 5 - 1955
FOR FILING

14-8304
4371

July 5, 1955

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Barney B. Helser on contract No. 4371, for rock production on the Multnomah Falls-Viento Section of the Columbia River Highway in Hood River and Multnomah Counties.

This payment, in the amount of $6,303.73, will be released to the contractor on or after July 15, 1955. The retained percentage is $669.10.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
APR 7 1955
FOR FILING

14 8364
4371

April 7, 1955

Mr. Barney B. Nelser
14000 S. W. Far Vista
Beaverton, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4371, which was awarded to you on March 3 by the State Highway Commission, for rock production on the Multnomah Falls-Viento Section of the Columbia River Highway in Hood River and Multnomah Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

EIVED
R 4 1955
R FILING
-8304
71

March 4, 1955

Mr. Barney B. Helser
14000 Far Vista
Beaverton, Oregon

Dear Sir:

The State Highway Commission on March 3, 1955 awarded to you State Highway Contract No. 4371 for Multnomah Falls-Viento Rock Production Project on the Columbia River Highway in Hood River and Multnomah Counties.

This award was based on your bid of $21,050 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

[illegible] [illegible] File
[illegible]

[illegible]2

Files

RECEIVED
DEC 30 1955
FOR FILING

AF 150(1)

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 29, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4372	5-Final	R. H. Jones	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
26327	R-139296	$4,687.06	December 29, 1955

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Frances Cole
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: none

Completion Date: Aug. 31, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-29-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 29 1955
Ruth Rawlings

NOTED ON CARD
J

RECEIVED
DEC 23 1955
FOR FILING

SF-12(1)
4372

December 23, 1955

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4372 for work performed on the Willamette Jct.-Diamond Lake Jct. Section of The Dalles-California Highway in Klamath County was completed by the contractor, R. H. Jones, on August 31, 1955 and was formally accepted by the Highway Commission on November 3, 1955.

Final payment in the amount of $4,687.06 will be released to the contractor on or after January 3, 1955. The Total contract amount is $38,577.56 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
1002 Cascade Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

B

RECEIVED
OCT 13 1955
FOR FILING

PE-126(4)
4372

October 17, 1955

Mr. R. H. Jones
Route 1, Box 258
Hillsboro, Oregon

Dear Mr. Jones:

This will answer your letter of October 10, 1955, inquiring about your State Highway Grade Separation Contract on the Willamette Junction-Diamond Lake Junction section of the Dalles-California Highway in Klamath County.

Our Bridge Division has just notified us the above State Highway Contract, No. 4372, will be up for acceptance at the November 3 and 4 Highway Commission Meeting, and that you may expect final payment shortly after its acceptance.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer,
Secretary

CWH:lt

cc: C. A. Gardner

/

Hillsboro, Oregon
Oct. 10, 1955

Oregon State Highway
Salem, Oregon

Dear Sirs:

I finished a bridge job at the junction of the willamette highway and highway 97 around the first of August 1955.

I havent heard anything from it and was wandering what happend whether or not the job was ever acupted

very truly yours

Kinnett Co- R. H. James

#4372

Nov. 3 & 4 Meeting

REFERRED TO [illegible]
BY SECRETARY
prepare reply

RECEIVED
OCT 11 1955
OREGON
STATE HIGHWAY COMMISSION

Form PR 2 (Revised 1950)

1629

State Oregon

Federal Aid Bond Issue

Project No. BY-126(4)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of June, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 20th day of January, 1955, a program, which was approved on the 8th day of February, 1955, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 15th day of February, 1955, and the sum of twenty-seven thousand and 00/100 dollars ($27,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State **Proceeds of bonds as follows:**

(Include date and citation of act of legislature by which authorized)

~~(b) From other sources~~

Authorized By Chapter	Oregon Laws	Amount	Date of Issue	Beginning Date of Maturities
491	1951	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
491	1951	15,000,000	Mar. 1, 1952	Mar. 1, 1953
491	1951	10,000,000	Mar. 1, 1953	Mar. 1, 1954
20	1953	32,000,000	Sept. 1, 1953	Sept. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

~~Between~~ Construction of a highway underpass structure at survey station S-273+96.0 in the SW 1/4, Section 10, T. 26 S., R. 8 E., W.M., ~~miles~~ in Klamath County, of no net mileage, ~~length~~ being Oregon Federal Aid / Bond Issue project No. BF-126(4)., ~~consisting of~~ ~~miles of~~ ~~mile in length~~ ~~roadway and~~ ~~bridges each of more than 20 feet~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of twenty-seven thousand and 00/100 dollars ($ 27,000.00), which does not exceed the authorized Federal pro rata share of forty-three thousand, eight hundred forty-six and 00/100 dollars ($ 43,846.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest
SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-5 A4.62

Oregon State Highway Department

Federal Aid
Project No. UF-126(4)

WILLAMETTE JUNCTION GRADE SEPARATION ON THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 21, 1955

Type Code X721
Willamette Highway Jct. Underpass (Sta. S-273+96.00)(Contract No. 4372)

550 cu. yds.	Structural Excavation	$ 6.00	$ 3,300.00
50 cu. yds.	Excavation Below Elevation Shown	6.00	300.00
820 lin. ft.	Furnish Treated Timber Piling	1.50	1,230.00
16 only	Drive Timber Piles	100.00	1,600.00
410 cu. yds.	Class "A" Concrete	55.00	22,550.00
93,000 lbs.	Metal Reinforcement	0.11	10,230.00
130 lin. ft.	8-Inch Metal Drain Pipe	5.00	650.00
	Subtotal		$39,860.00
	10% Engr. & Cont.		3,986.00
	Total		$43,846.00

Length of Structure 0.000 Miles

Federal Funds..	$27,000.00
State Funds..	16,846.00
	$43,846.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939; Chap. 491, Laws 1951;
Chap. 20, Laws 1953.

State Funds For Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. BF-126 (4)

WILLAMETTE JUNCTION GRADE SEPARATION ON THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, Feb. 14, 1955

Type Code X721
Willamette Highway Jct. Underpass (Sta. S-273+96.00)

550 Cu. Yds.	Structural Excavation	$ 5.00	$ 2,750.00
50 Cu. Yds.	Excavation Below Elevation Shown	8.00	400.00
820 Lin. Ft.	Furnish Treated Timber Piling	1.50	1,230.00
16 Only	Drive Timber Piles	100.00	1,600.00
410 Cu. Yds.	Class "A" Concrete	75.00	30,750.00
93,000 Lbs.	Metal Reinforcement	0.12	11,160.00
130 Lin. Ft.	8-Inch Metal Drain Pipe	4.00	520.00
	Subtotal		$48,410.00
	10% Engr. & Cont.		4,841.00
	Total		$53,251.00

Length of Structure 0.000 Miles

Federal Funds	$32,000.00
State Funds	21,251.00
	$53,251.00

RECEIVED
APR 7 1955
FOR FILING

BF-126(1)
4372

April 7, 1955

Mr. R. H. Jones
Route 1, Box 258
Hillsboro, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4372, which was awarded to you on March 3 by the State Highway Commission, covering Willamette Junction Grade Separation on the Willamette Junction-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAR 4 1955
FOR FILING

13F-126(4)
4372

March 4, 1955

Mr. B. H. Jones
Route 1, Box 258
Hillsboro, Oregon

Dear Sir:

The State Highway Commission on March 3, 1955 awarded to you State Highway Contract No. 4372 for construction of Willamette Junction Grade Separation at the junction of the Willamette Highway with The Dalles-California Highway in Klamath County.

This award was based on your bid of $39,860 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

RECEIVED
MAR 9 1955
FOR FILING
OREGON DISTRICT

BF-126(4)
4372

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 3, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 4372 for Oregon Project BF-126(4), Willamette Junction Grade Separation Structure on The Dalles-California Highway, to R. H. Jones, Hillsboro, Oregon, low bidder in the amount of $39,860.00 at the March 3, 1955 bid opening.

Very truly yours,

CGPolk
C. G. Polk
District Engineer

RECEIVED
MAR 8 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 25 1955
File
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
BF-126 (4)
4372

February 15, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project BF-126(4), Willamette Junction Grade Separation Structure on The Dalles-California Highway.

This is to authorize your advertising for bids.

Very truly yours,

C G Folk
C. G. FOLK
District Engineer

RECEIVED
FEB 24 1955
OREGON
STATE HIGHWAY COMMISSION

21-4225 Yaquina Bridge Painting 197[illegible]

4 73

21-422

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 13, 1955

(CONTRACT NO.) 4373

(EST. NO.) 2-Final

(CONTRACTOR) C. H. Savage Co.

(VOUCHER NO.) 18402

(WARRANT NO.) B-131738

(AMOUNT) $ 9,003.12

(DATE) 9/13/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1955

Time Extensions: none

Completion Date: Aug. 10-1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

emarks:

---

ate: 9-27-55

o the Accounting Division:

elease of the above warrant is hereby authorized

Floyd Query
~~H. B. Glaisyer~~
ass't Secretary

arrant Mailed: SEP 27 1955

Ruth Rawlings

NOTED ON CARD

RECEIVED
SEP 1 - 1955
FOR FILING

21 1955

4373

August 31, 1955

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4373 for painting the Yaquina Bay Bridge on the Oregon Coast Highway in Lincoln County was completed by the contractor, C. H. Savage Co. on August 10, 1955 but has not as yet been accepted by the Commission.

Final payment in the amount of $9,093.12 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $14,208.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
1002 Cascade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
APR 7 1955
FOR FILING

21-4225
4373

April 7, 1955

C. H. Savage Company
4126 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4373, which was awarded to you on March 3 by the State Highway Commission, covering painting of the Yaquina Bay Bridge on the Oregon Coast Highway in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAR 4 1955
FOR FILING

21-4225
4373

March 4, 1955

C. H. Savage Company
4126 S. E. Milwaukie Ave.
Portland 2, Oregon

Gentlemen:

The State Highway Commission on March 3, 1955 awarded to you State Highway Contract No. 4373 for painting Yaquina Bridge at Newport in Lincoln County.

This award was based on your bid of $14,208 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

23-1216 Dale Bridge Timber Replacement 195

4374

RECEIVED
OCT 12 1955
FOR FILING

131

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 6, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4374	4-Final	George E. Berry	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19967	B-133311	$ 5,026.50	10/6/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: None

Completion Date: [illegible] Aug. 31, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-7-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

NOTED ON CARD

RECEIVED
SEP 27 1955
FOR FILING

[illegible]
4374

September 26, 1955

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Building
Tacoma, Washington

Gentlemen:

State Highway contract No. 4374 for work performed on the Vale Bridge on the Central Oregon Highway in Malheur County was completed by the contractor, George R. Berry, on August 31, 1955, and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $5,026.50 will be released to the contractor on or after October 6, 1955. The total contract amount is $19,394.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: United Pacific Insurance Company
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

Noted on card jc.

RECEIVED
APR 7 1955
FOR FILING

23 — 4216
4374.

April 7, 1955

Mr. George E. Berry
2640 S. W. Cedar Hills Blvd.
Beaverton, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4374, which was awarded to you on March 3 by the State Highway Commission, covering Vale Bridge Timber Replacement on the Central Oregon Highway in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

VED
1955
ILING

-4216

1324

March 4, 1955

Mr. George E. Berry
1550 N. W. Cedar Street
Beaverton, Oregon

Dear Sir:

The State Highway Commission on March 3, 1955 awarded to you State Highway Contract No. 4374 for Vale Bridge Timber Replacement over the Malheur River on the old alignment of the Central Oregon Highway in Malheur County.

This award was based on your bid of $19,700 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

24-4204 Center St. Br. Painting 1955

#4375

FORM A-67 10M 7-51
STATE PRINTING DEPT.

NOTED
V. JONES

NOT
Harold C. A

OREGON STATE HIGHWAY DEPARTMENT

REQUEST FOR TRANSFER OR CORRECTION OF COST DISTRIBUTION

FROM: County & City Relations Division Salem, OREGON

TO: ACCOUNTING DIVISION— DATE 2/10/56

PLEASE Transfer (TRANSFER, CORRECT) THE FOLLOWING ITEMS WHICH WERE ORIGINALLY CHARGED ON

Vouchers 10 and 844 (INDICATE NAME OF ORIGINAL DOCUMENT) NO. DATE

(IF VENDOR'S INVOICE, WRITE NAME AND ADDRESS ON THIS LINE)

QUANTITY	UNIT	DESCRIPTION	CHARGE		CREDIT	
			DISTRIBUTION	AMOUNT	DISTRIBUTION	AMOUNT
	V	10	324-1709-900	12 41	324-1710-900	12 41
	V	844	324-1709-900	03	324-1710-900	03
		TOTAL		12 44		12 44

REASON FOR THIS REQUEST: Costs for exchange time Stayton 10th Street project (324-1710) which appeared on books after final settlement with city of Stayton are being transferred to Silverton - James Avenue project (324-1709) which has not as yet been finalled.

APPROVED: DIVISION ENGINEER

APPROVED: John W. Catthall STAFF ENGINEER

PREPARED BY: CLERK

APPROVED: DISTRICT MAINT. SUPT.

ENTERED ON JOURNAL VOUCHER NO.:

ENTERED BY:

DATE ENTERED:

RECEIVED
AUG 30 1955
~~FOR FILING~~

24-4204

OREGON STATE HIGHWAY DEPARTMENT

(date)

August 25, 1955

(CONTRACT NO.) 4375	(EST. NO.)	(CONTRACTOR)
4375	1-Final	A. H. Barbour & Son, Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16976	B-130303	$ 967.36	8/25/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: None

Completion Date: June 25, 1955

Date Accepted: June 30, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-29-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 29 1955

Ruth Rawlings

[illegible]

R

RECEIVED
AUG 18 1955
FOR FILING

24-4204
4375

b

August 18, 1955

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4375 for painting Center Street Bridge (Salem) on the Salem-Dallas Highway in Marion County was completed by the contractor, A.H. Barbour & Son, Inc. on June 25 and was formally accepted by the Highway Commission on June 30, 1955.

Final payment in the amount of $967.36 will be released to the contractor on or after August 29, 1955. The total contract amount is $6,508.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JUL 22 1955
FOR FILING

24-4204
4375

July 21, 1955

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to A. H. Barbour & Son, Inc. on contract No. 4375, for painting the Center Street Bridge on the Salem-Dallas Highway in Marion County.

This payment, in the amount of $3,998.40, will be released to the contractor on or after August 1, 1955. The retained percentage is $171.36.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

RECEIVED
APR 26 1955
FOR FILING

2-4-4214
4375

April 26, 1955

A. H. Barbour & Son, Inc.
2828 N. E. Alberta St.
Portland, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

> Contract No. 4355, covering painting of the McCullough Bridge on the Oregon Coast Highway in Coos County, awarded March 2, 1955.
>
> Contract No. 4375, covering painting of the Center Street Bridge on the Salem-Dallas Highway in Marion County, awarded March 3, 1955.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
MAR 7 1955
FOR FILING

24-4204
4375

March 4, 1955

A. H. Barbour & Son, Inc.
2820 N. E. Alberta Street
Portland, Oregon

Gentlemen:

The State Highway Commission on March 3, 1955 awarded to you State Highway Contract No. 4375 for painting the Center Street Bridge over the Willamette River on the Willamina-Salem Highway in Marion County.

This award was based on your bid of $5,712 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

2-7-55

RESOLUTION NO. 440

RESOLUTION PROVIDING FOR THE FORM OF AN AGREEMENT BETWEEN THE CITY OF SILVERTON, OREGON, AND THE STATE OF OREGON ACTING THROUGH THE STATE HIGHWAY COMMISSION FOR THE IMPROVEMENT OF JAMES AVENUE FROM MCCLAINE STREET TO THE RAILROAD CROSSING, APPROXIMATELY 0.037 MILE AND AUTHORIZING THE MAYOR AND CITY RECORDER TO EXECUTE SUCH AGREEMENT IN BEHALF OF SAID CITY.

WHEREAS, the City of Silverton has heretofore made application tothe State Highway Commission for assistance in repairing and reconstructing streets under provisions of ORS 366.800 and 366.805, and:

WHEREAS, the State Highway Commission has accepted such application for the improvement of James Avenue from McClaine Street to the railroad crossing, and;

WHEREAS, in the form of an agreement prepared by the State Highway Commission the State Highway Commission has agreed to pay the cost of said project up to Fifteen Thousand and No/100 ($15,000) Dollars, said City to pay nothing, and:

WHEREAS, The City of Silverton has duly considered all the facts and conditions and concluded that said agreement is necessary, now therefore:

BE IT RESOLVED of the Common Council of the City of Silverton as follows:

SECTION 1: That that certain form of agreement hereinabove referred to be entered into by the said City of Silverton, Oregon, and the State of Oregon, acting by and through the State Highway Commission, for the improvement of James Avenue from McClaine street to the railroad crossing and that all the facts and conditions of said agreement have been duly considered and that said agreement is necessary and is hereby approved and accepted as submitted.

SECTION 2: That the Mayor and City Recorder be and they are hereby Authorized and directed to execute said agreement in triplicate and to deliver said agreement to the State Highway Commission for execution by said Commission together with a certified copy of this Resolution.

Adopted by the Common Council at its regular Council meeting this 7th day of Febuary, 1955.

ATTEST:

R. E. Borland
City Recorder

Approved this 7thday of Febuary, 1955.

C. A. Hande Jr
ACTING MAYOR

STATE OF OREGON }
COUNTY OF MARION } SS.

I, R.E.Borland, do hereby certify that I am the duly appointed, qualified and acting recorder of the City of Silverton, Oregon and that the foregoing copy is a true and correct transcript of the origional thereof, and the whole thereof, a dopted by the Common Council of the City of Silverton, Oregon, on the 7th day of February, 1955, and on file in my custody.

R. E. Borland
Recorder of the City of Silverton, Oregon.

cc
J. F. [illegible]
County and City
R. L. [illegible]

FORM E-30 25M 9-51 52019

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Jan. 21, 1955

SUBJECT: **Base Design Charts**

To: ~~**Mr. J. D. Walker**~~
~~**Division Engineer**~~
~~**Division II**~~
~~**Salem, Oregon**~~

NOTED
Harold C. Ayers

L

Dear Sir:

Reference is made to the **James St.** Section, of the **Silverton City Sts.**.

Enclosed you will find **1** base design charts prepared from laboratory tests, numbers **355047**

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

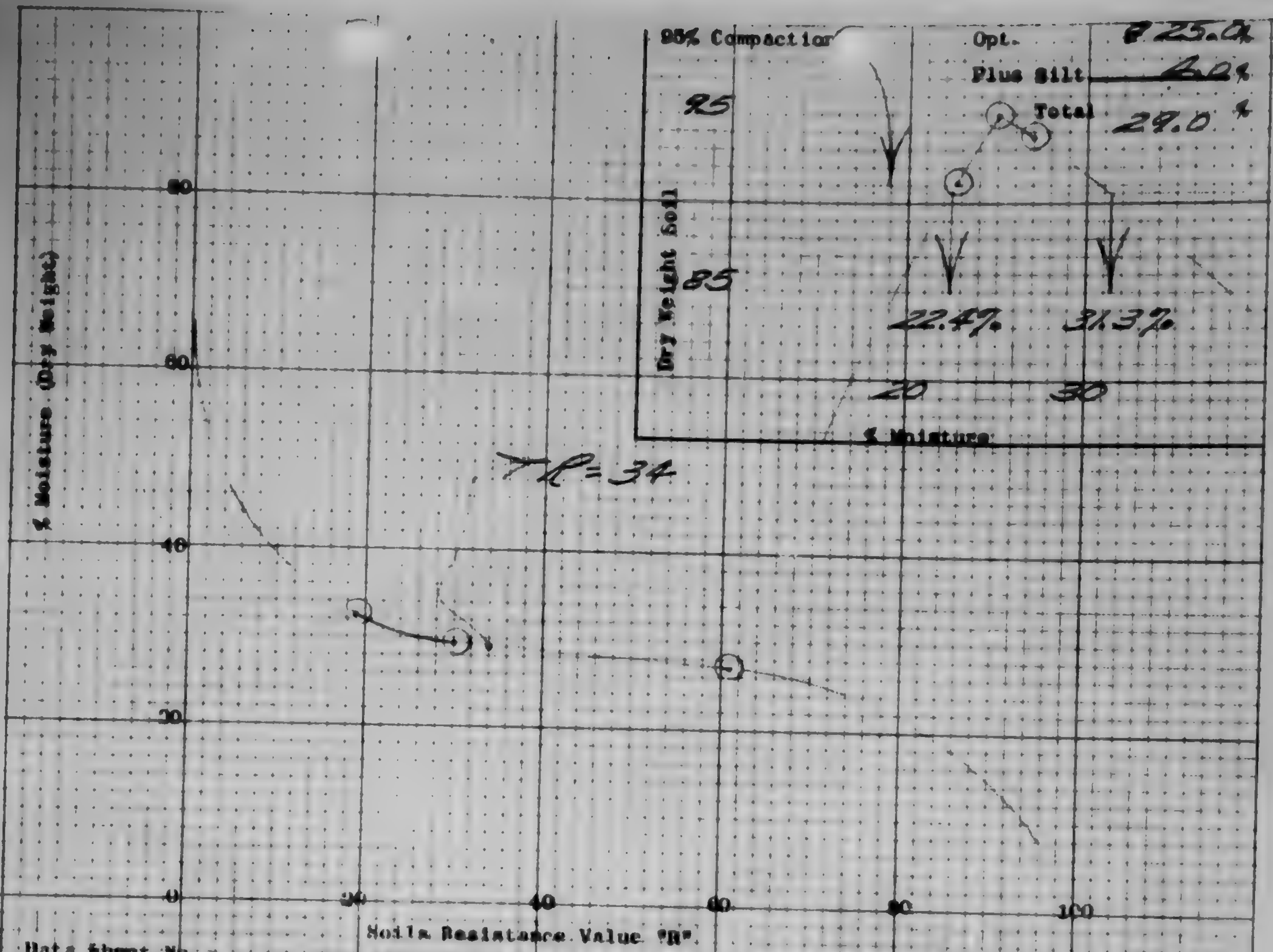
The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc **H. G. Smith**
J. F. McGee
County and City
R. L. Lamm



Opt. 25.0 %
Plus Silt 4.0 %
Total 29.0 %

Data Sheet No A 37481
Lab. No. 355047
LL 37
PI 9
Pass 200 Screen 66.0 %
HYDROMETER ANALYSIS
Particles larger than
.10 mm. 7.1 %
Coarse Sand 6.5 %
Fine Sand 23.2 %
Silt 31.1 %
Clay 32.1 %
S- 2.63
Natural Moisture %

Base & Wear M. Traffic 10.0 "
Minus Rock Reduction —— "
"
Minus Wearing Surface 3.0 "
7.0 "
Plus 20% Increase 2.0 "
Plus Wearing Surface 3.0 "
Total Base & Wear 12.0 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section James St.
Hwy Silverton City St.
Station
Depth 16" - 36"
Hole # 1
To be used Subgrade
Prefix No.
County Marion
Date 1-20-55
Designed by S

NOTE
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

CLEARPRINT PAPER CO. NO. T3190 10 DIVISIONS PER INCH BOTH WAYS 100 x 100 DIVISIONS
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000H

CITY OF Silverton

GATEWAY TO SILVER FALLS STATE PARK

SILVERTON • OREGON

R. E. BORLAND, CITY MANAGER

January 4, 1955

RECEIVED
JAN - 5 1955
ENGINEER
COU [illegible] ATIONS

Mr. John W. Cattrall,
Engineer, County & City Relations,
Oregon State Highway Department,
Salem, Oregon

Dear Mr. Cattrall:

This is in reply to your letter of December 9th regarding the proposed street improvement of James Avenue, Silverton, Application number 16.

At the regular meeting of City Council, held January 3rd, some of the details of the project were discussed.

A council motion was passed establishing the center-line grade of James Avenue as follows: Beginning at existing pavement approach at the intersection of James Avenue and McClaine Street, North along the center-line of James Avenue on a descending grade of 0.40% to a point where an existing 24" reinforced culvert pipe crosses James Avenue, a distance of approximately 245 feet; thence North by a rising vertical curve to meet the grade of top of rails of the Southern Pacific Railroad crossing.

City Council authorized the construction of one additional 24" reinforced concrete culvert pipe to be placed along the side of the present 24" culvert pipe above referred to on James Avenue. This work will be done by the City at city expense.

~~City Council authorized the State, at their request and~~ expense, ~~to incorporate in their plans two turn-out spaces to~~ R.E.B. ~~accommodate school bus stops at each side of the railroad crossing~~.

City Council also in the same motion requested that the pavement width of the proposed project be widened from 22 feet to 24 feet to conform to the width of the James Avenue pavement immediately on the north side of the railroad track, which the proposed project joins.

We would appreciate having the above details considered in preparing the final agreement.

Respectfully,

R. E. Borland
City Manager

NOTED
Harold C. Ayers

December 9, 1954

Mr. Robert E. Borland
City Manager
Silverton, Oregon

Dear Sir:

On December 7, 1954, the State Highway Commission approved a project in Silverton, as shown on the attached summary, to be constructed from the 1955 Special City Allotment project as requested in the City's resolution dated March 1, 1954.

You will be contacted at a later date to work out the details of the project and to negotiate an agreement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm
Att.

11-54

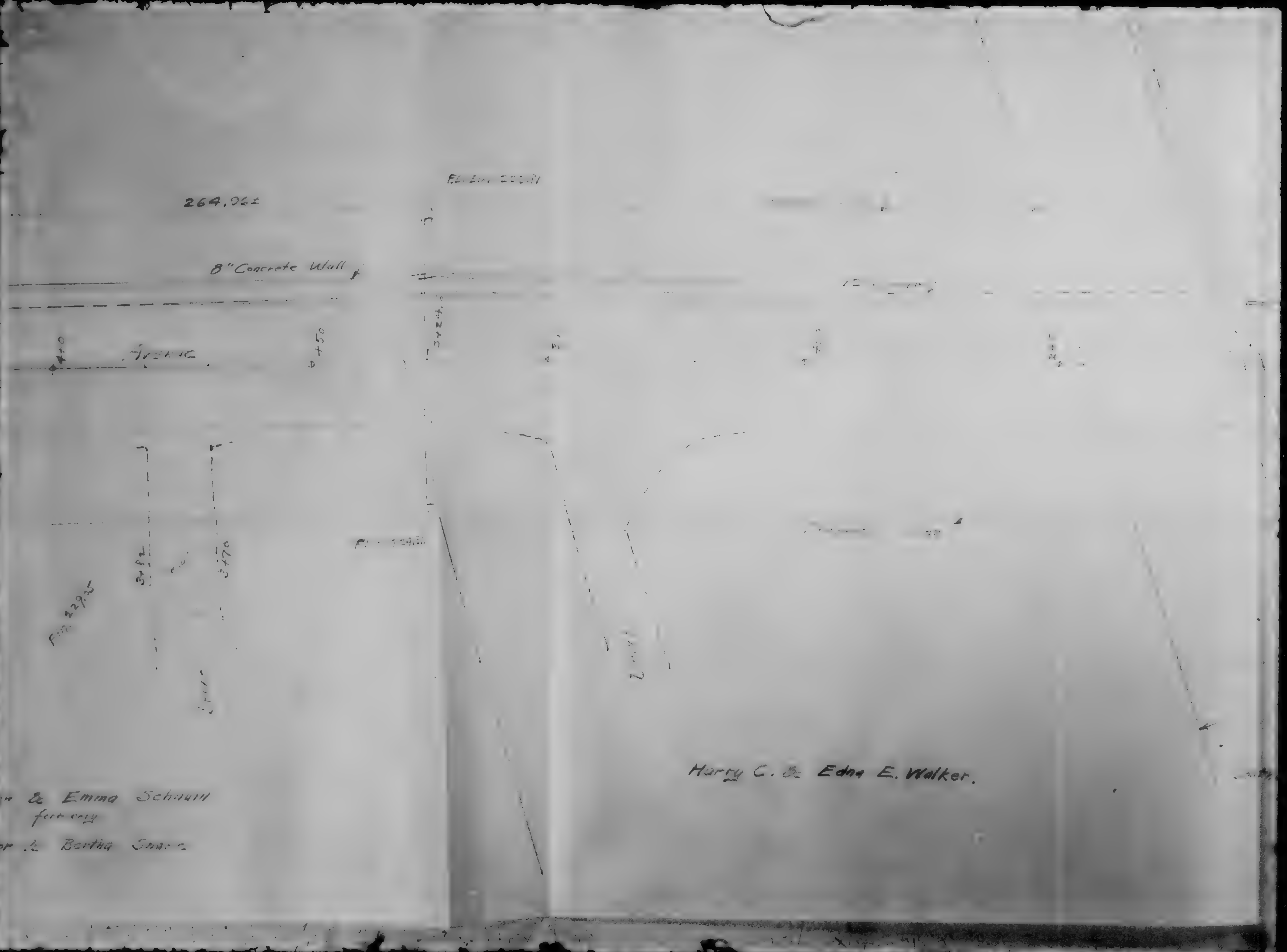
Silverton No. 16

James Avenue is receiving excessive wear due to Very heavy industrial traffic. Is extensively used as a by pass of the City Center by vehicles from Hillsboro-Silverton Highway to Salem-Silverton Highway and is in poor condition.

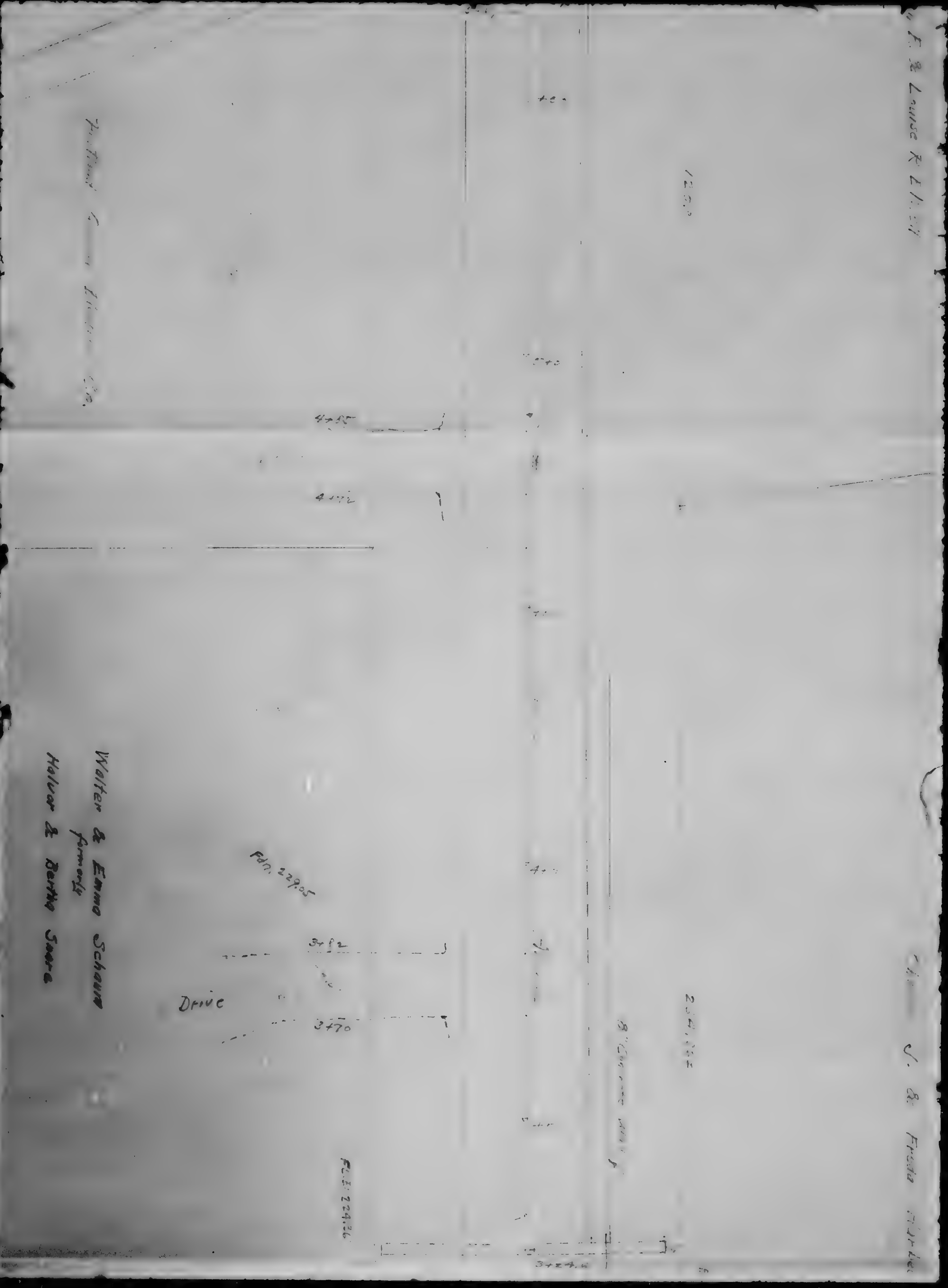
This portion of James Avenue is low and creates a traffic hazard in crossing railroad. Believe grade should be raised some 4' and be paved.

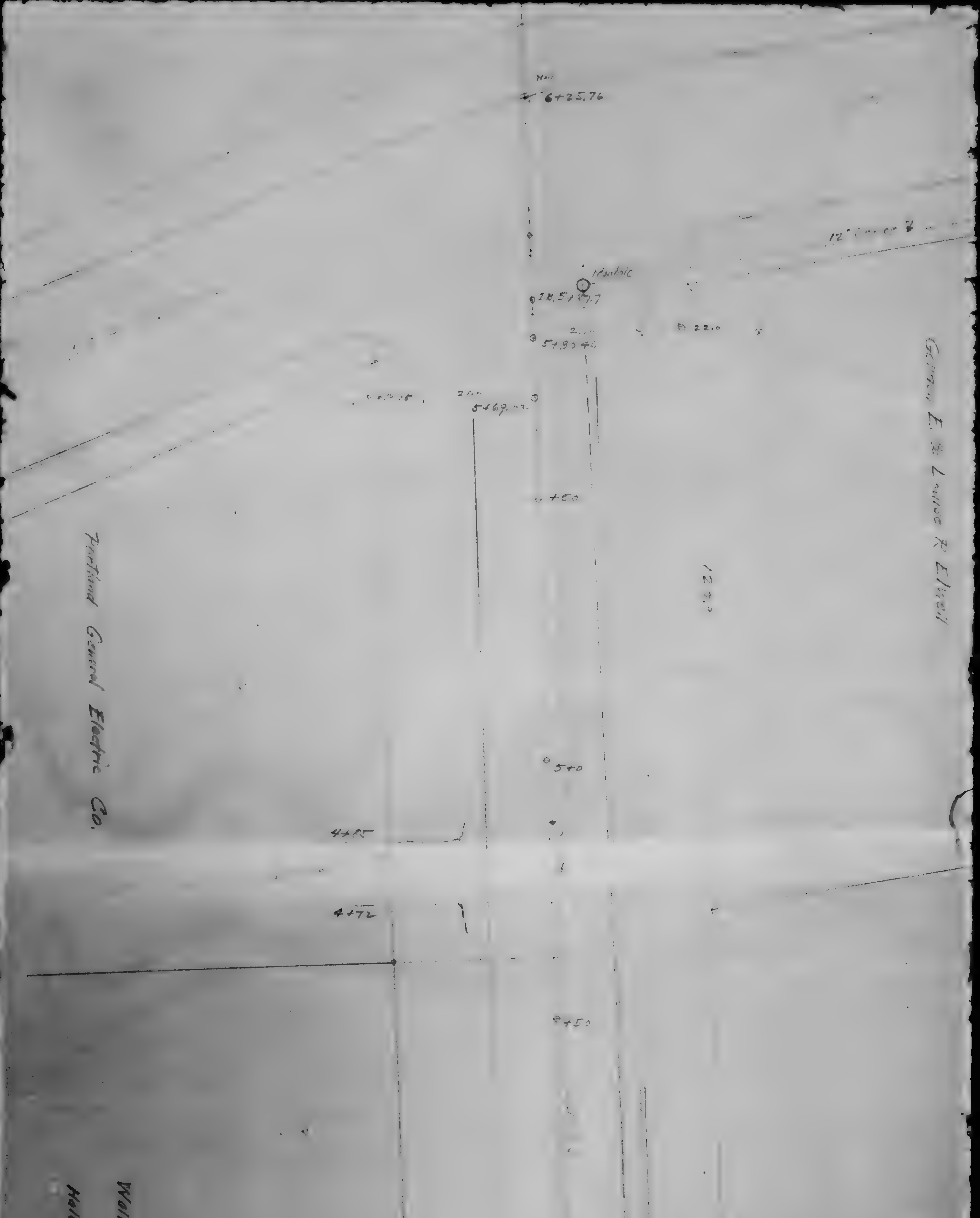
Can recommend

HCA

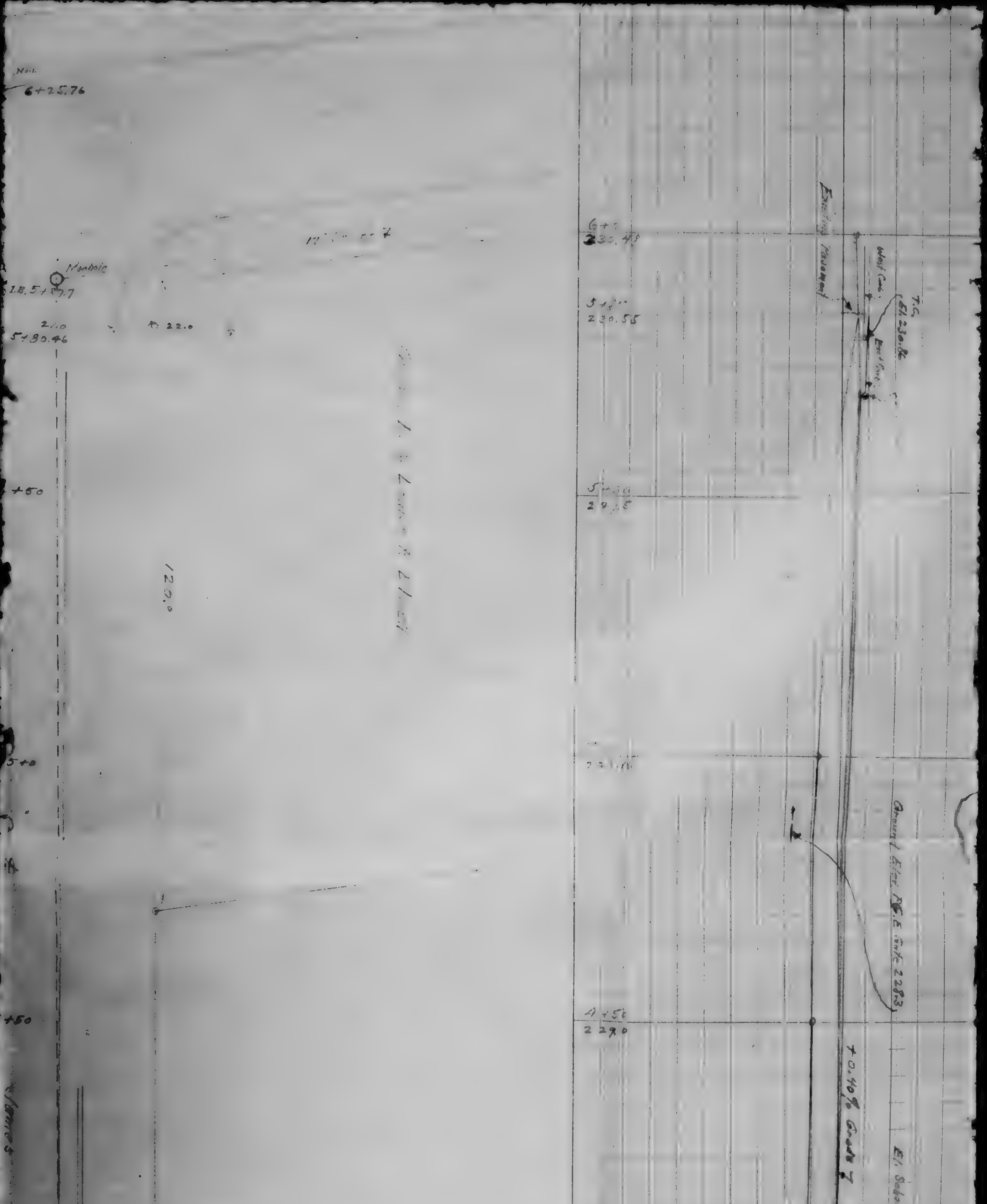


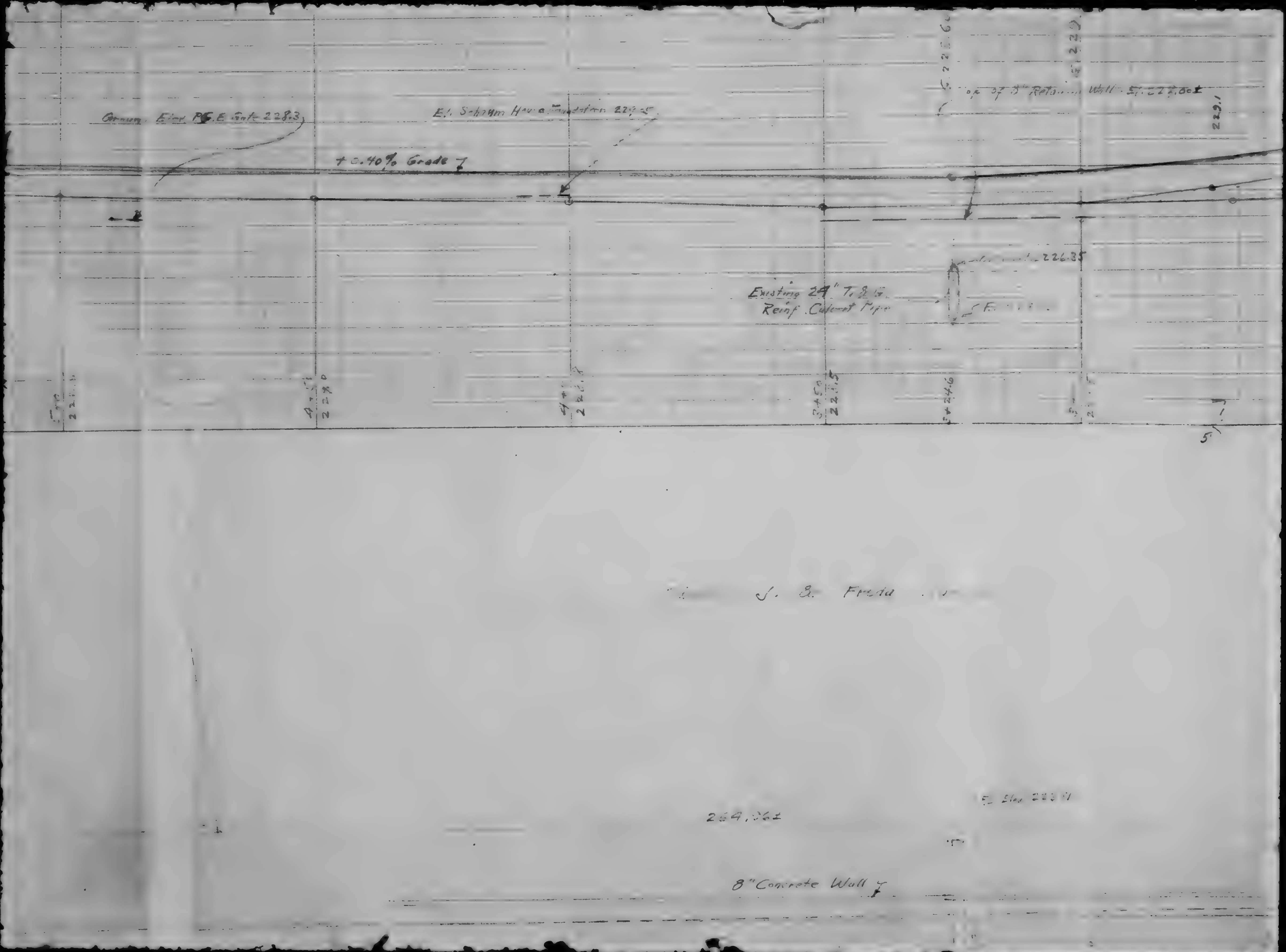
264,96±
8" Concrete Wall
4+0
Avenue
4+50
3+24.5
3+82
3+70
Fin. 229.35
Harry C. & Edna E. Walker.
& Emma Schaum
formerly
& Bertha

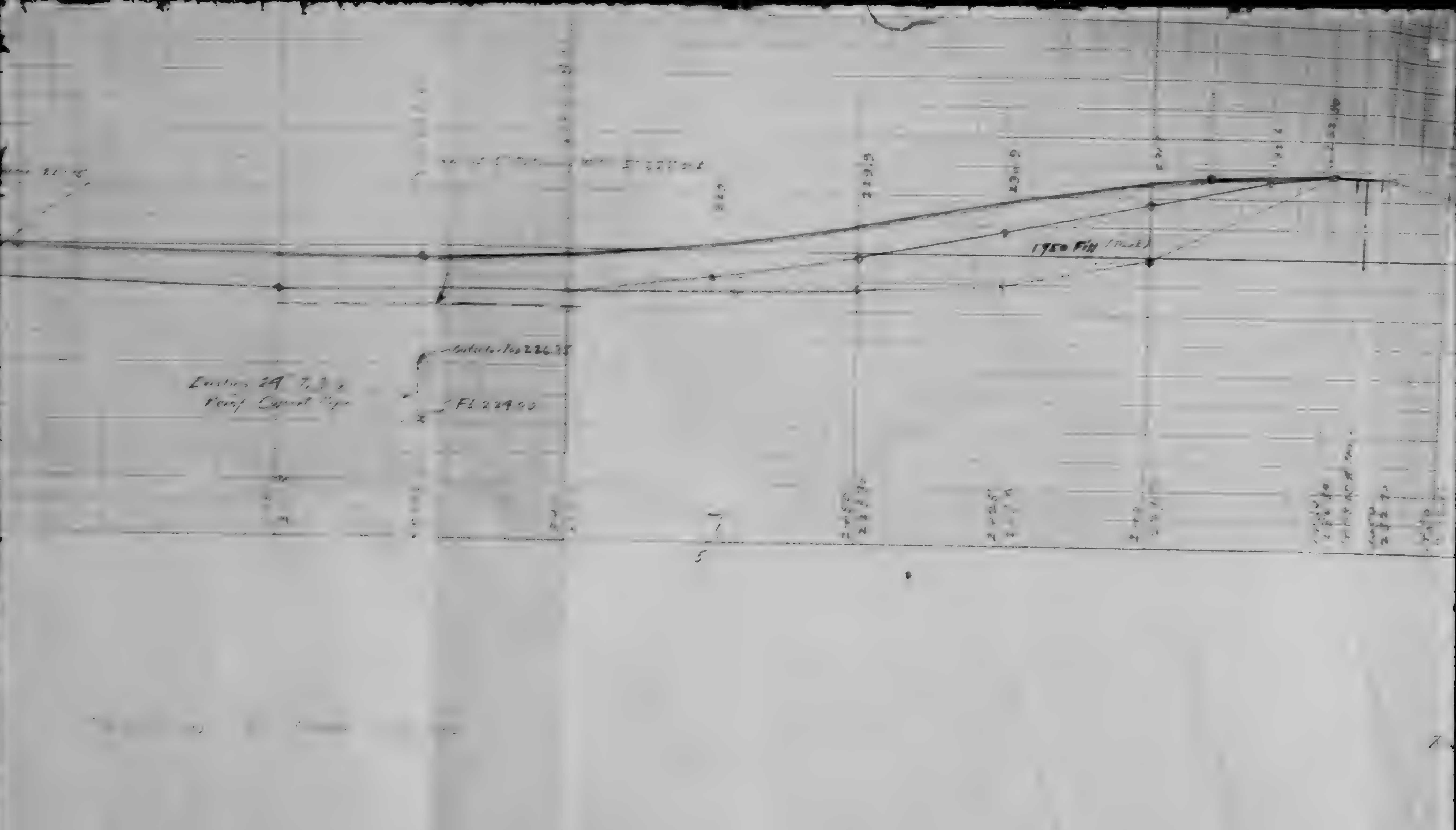
Walter & Emma Schaum
formerly
Halvar & Bertha Saare
Fdn. 229.05
3+82
Drive
3+70
Fl.El. 224.26
3+24.6
4+55
4+72
J. & Freda
F. & Louise R.



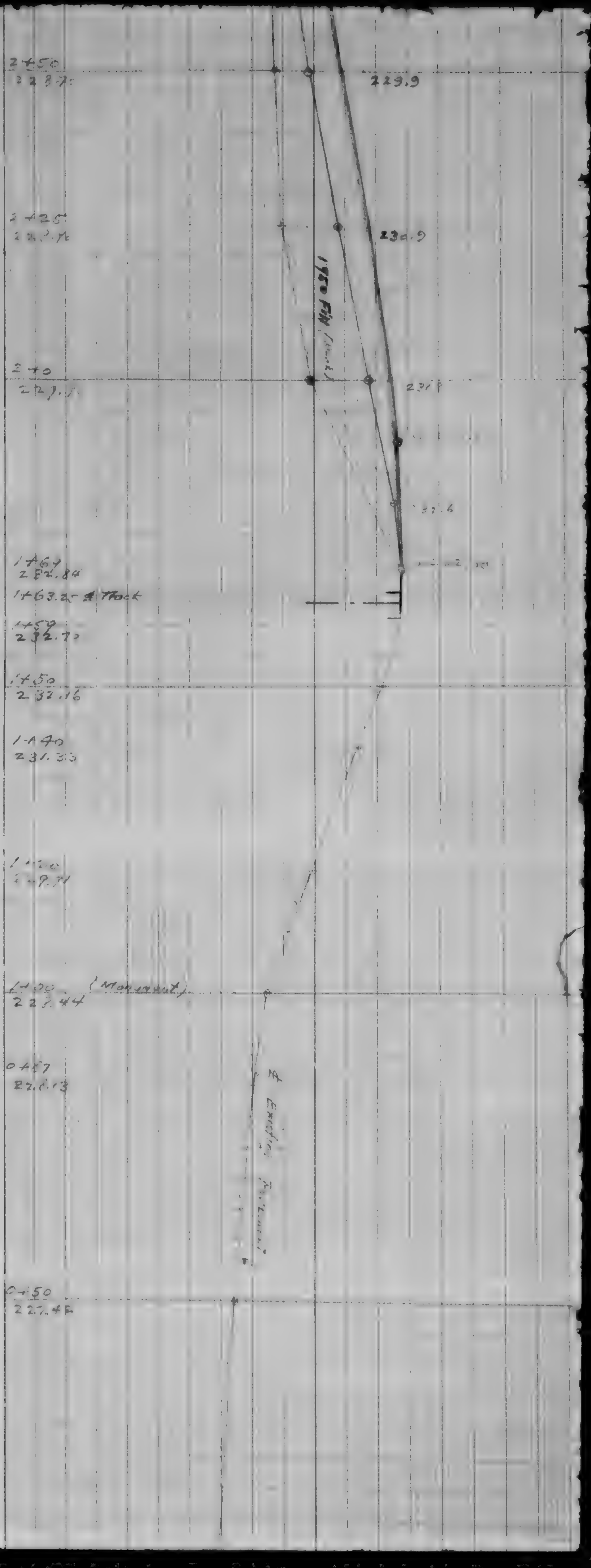
Nail
6+25.76
Manhole
5+90.45
22.0
5+69.07
5+50
Portland General Electric Co.
Gustav E. & Louise R. Elwell
12.7
5+00
4+85
4+72
4+50
4+00
Fdn.
Walter & E
former
Halvor & Bo


6+25.76
Manhole
5+80.46
+50
5+00
+50
4+00
12.0
6+00
230.48
5+80
230.55
5+50
4+50
229.0
4+00
228.8
Existing Pavement
West Curb
T.C.
El. 230.86
End Curb
Ground Elev. N.E. Cork 228.3
+0.40% Grade
El. School House Found.


Ground Elev. P.G.E. Gate 228.3
E. Schaum House Foundation 229.5
+0.40% Grade
228.6
229
of 3' Retaining Wall El. 228.00±
229.1
226.35
Existing 24" T. & G.
Reinf. Culvert Pipe
228.0
3+50
228.5
3+24.6
J. S. Freda
E. Elev. 229.1
264.06±
8" Concrete Wall


Existing 24" R.C.P.
Reinf. Concrete Pipe
Outlet Top 226.35
FL 224.00
1950 Fill (Rock)
229.9
230.9
232.80

[illegible] R. & [illegible]


2+50
228.7
229.9
2+25
228.76
230.9
1950 Fill (Track)
2+0
227.1
231.8
231.6
1+67
232.84
1+63.25 ℄ Track
1+59
232.70
1+50
232.16
1+40
231.33
1+20
229.71
1+00 (Monument)
227.44
0+87
226.13
℄ Existing Pavement
0+50
227.48

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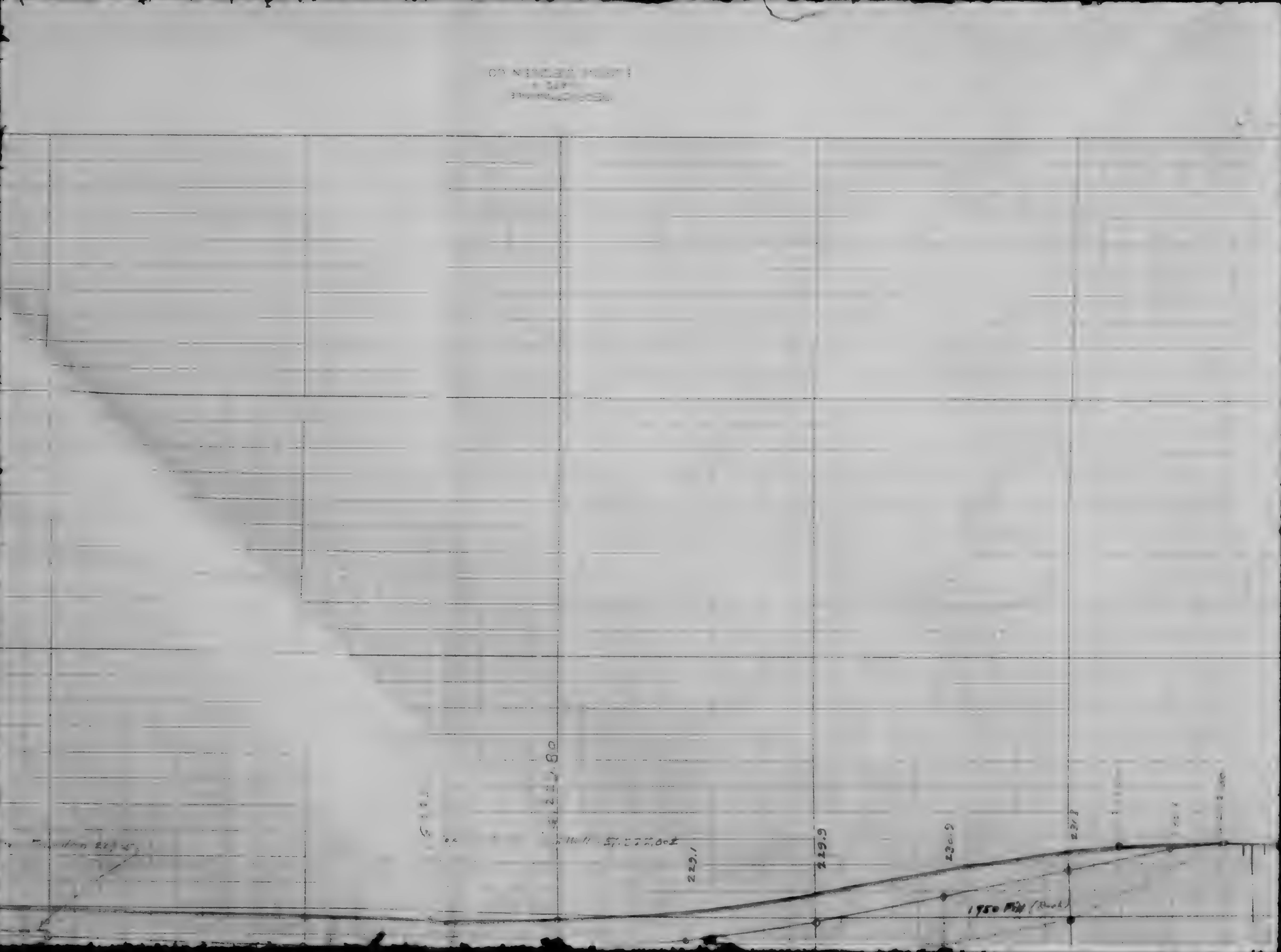
ON 100% RAG PAPER MADE IN U.

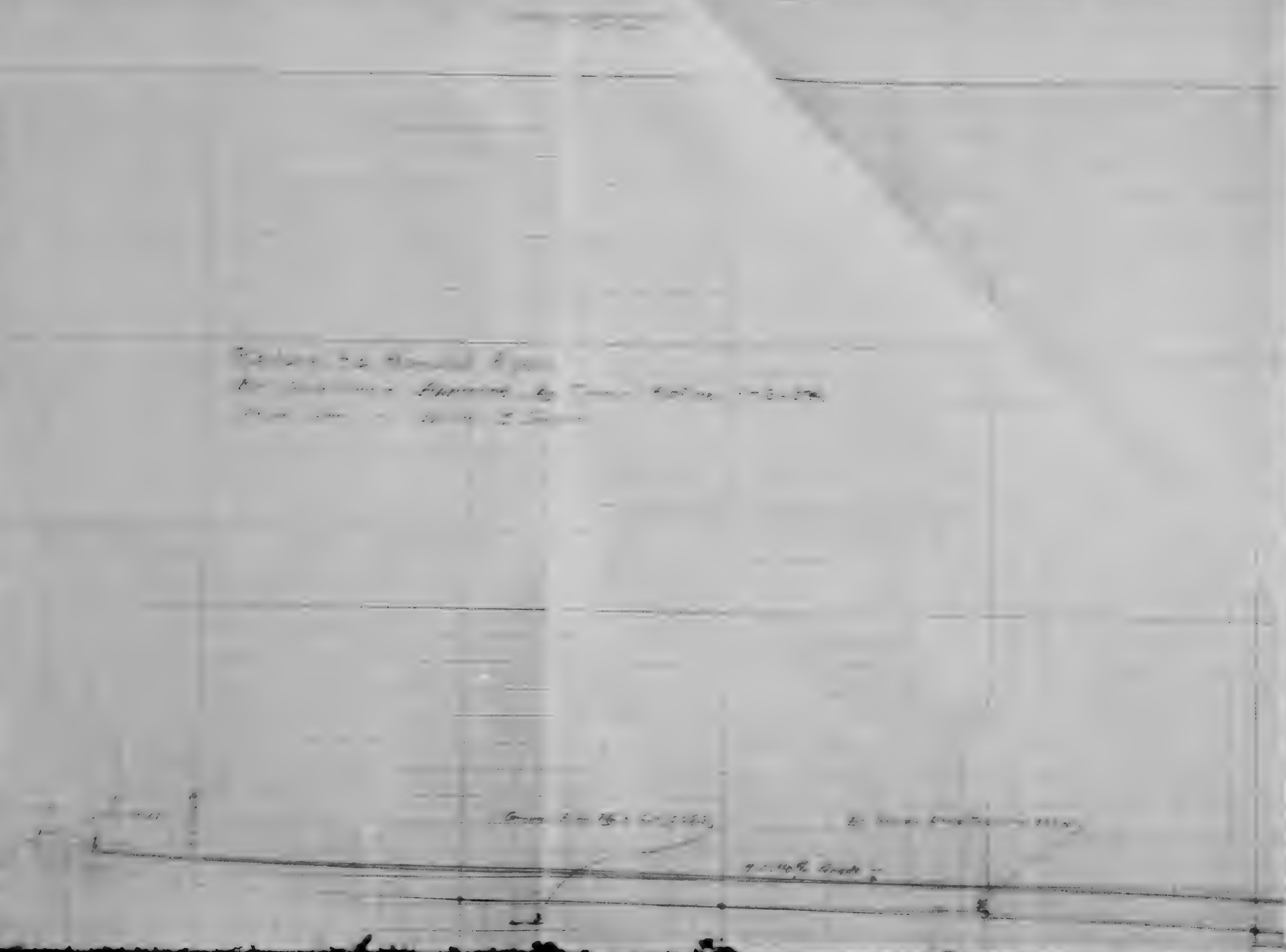
[illegible] James Ave. [illegible] - 10-31-54.

230.9

232.6

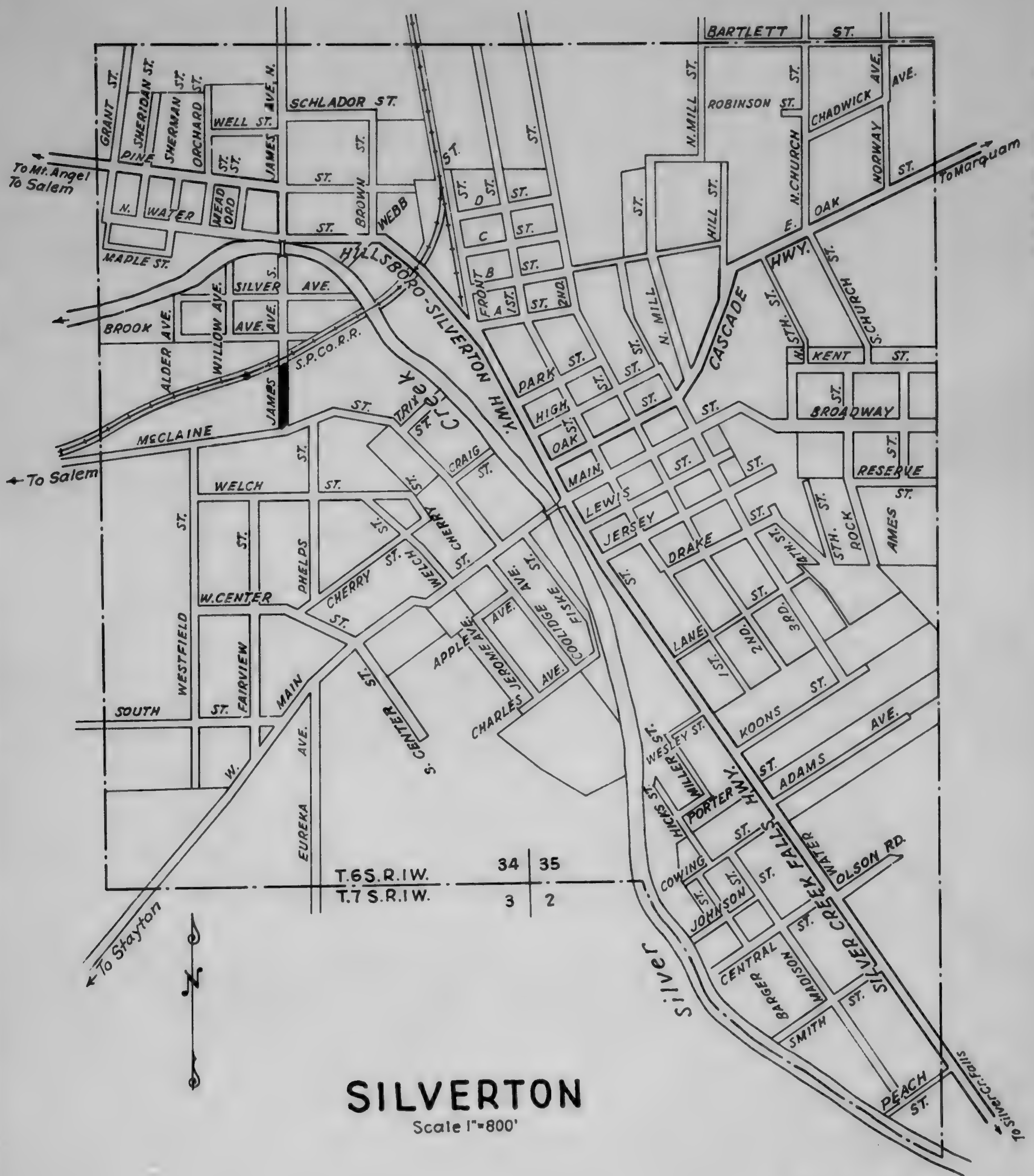
232.50


229.1
229.9
230.9
231.8
1950 Fill



[illegible] Approved by [illegible]
[illegible] Grade

No. 16



SILVERTON

Scale 1"=800'

Rev. 4-1-52

3-1-54

No. 439

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Silverton is an incorporated city of the State of Oregon, and has a population of 3146, as given by the latest official census, and

WHEREAS, the following streets of said city, James Avenue

RECEIVED
MAR 5 1954
ENGINEER
COUNTY & CITY RELATIONS

Form cc-50 (1953 Rev.)
Special City Allotment

from the intersection of McClaine Street to the Southern Pacific

Railroad Track.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

James Avenue from the intersection of McClaine Street to the Southern

Pacific Railroad Track.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Silverton does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate R.E.Borland,City Manager as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 1st day of March, 1954.

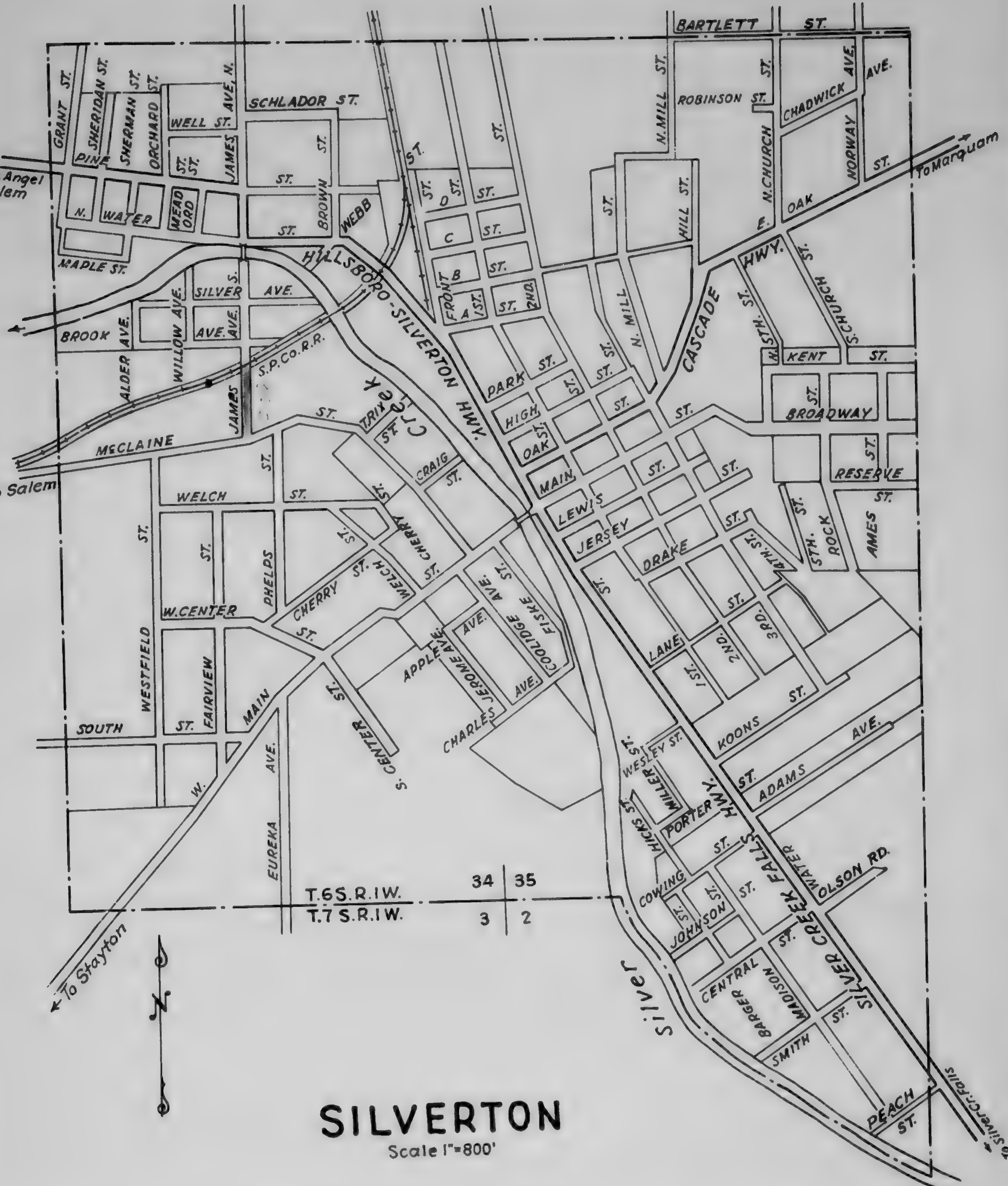
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---------- ----------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Silverton, Oregon at a regular ~~or special meeting~~ of said Council, held on the 1st day of March, 1954, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 3rd day of March, 1954.

R. E. Borland
City Recorder



SILVERTON

Scale 1"=800'

Rev. 4-1-52

32a-170 [illegible] (James Street) [illegible]

4376

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 28, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4376	2-Final	Central Paving Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19496	B-132752	$ 500.00	9/28/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 15, 1955

Time Extensions: None

Completion Date: Aug. 9, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-29-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By
Ass't. Secretary

Warrant Mailed: SEP 29
Ruth Rawlings

RECEIVED
SEP 19 1955
FOR FILING

[illegible]
4376

September 16, 1955

CERTIFIED MAIL

Indemnity Insurance Company of N. A.,
Seattle Service Office
821 Second Avenue
Seattle 4, Washington

ATTENTION: H. R. Buck
Superintendent

Dear Sir:

State Highway contract No. 4376 for work performed on the Silverton city street project, James Avenue, in Marion County was completed by the contractor, Central Paving Company, on August 9, 1955, but has not as yet been accepted by the Commission.

Final payment in the amount of $500.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $3,453.28, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

8

RECEIVED
AUG 31 1955
FOR FILING

[illegible]
4376

August 30, 1955

CERTIFIED MAIL

Indemnity Insurance Company of N. A.
Seattle Service Office
821 Second Avenue
Seattle 4, Washington

Attention: H. R. Buck, Superintendent

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Central Paving Co. in connection with contract No. 4376, for grading and paving on the Silverton (James Avenue) City Street Section in Marion County.

This payment, in the amount of $2,953.28, will be released to the contractor on or after September 9, 1955. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. John Pfaff
148 "C" St.
Independence, Oregon

NOTED ON CARD

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 13, 1955

Section Silverton (James Ave)

Kind of work Grading & Paving

Highway City Street

Section prefix 324-1709

Contractor Central Paving Co.

Contract number 4376 (City)

Date of contract March 3, 1955

Date of completion September 15, 1955

Date work started July 26, 1955

Estimated date of completion August 9, 1955

Per cent of time elapsed 83.25 %

Project authorization $ 4,558.50

Exclusive of Engineering $ 4,234.34

Estimated cost of completed project, exclusive of engineering $ 3,453.28

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 324.16

Engineering cost to date $ 500.33, 154.35 %

Date project was completed August 9, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed placing shoulder rock Tuesday, project completed.

Submitted Semi-Final Estimate to Division Office Wednesday.

NOTED

NOTED
W. C. WILLIAMS

NOTED
FORREST COOPER

NOTED
W. T. WRIGHT

Signed G. O. Ferguson Res. Engr.

Address Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77069

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	00.09	0.09			0.09
Miles partially completed	0.00	0.00			0.00
Miles completed	0.09	0.09			0.09
Total estimated quantities	231	482			217.76
Estimated quantities moved or placed to date	231	482			217.76
Average daily quantities					
Average daily quantities necessary to complete project on time	Completed	Completed			Completed
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men					6	0	6
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Trucks 3 WaterWagon 1, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday			
Friday			
Saturday			

RECEIVED
APR 7 1955
FOR FILING

3 24-1709
4376

April 6, 1955

Central Paving Co.
P. O. Box 127
Independence, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts awarded to you on March 3, 1955 by the State Highway Commission, as follows:

Contract No. 4376, for grading and paving on the Silverton (James Avenue) Section in Marion County.

Contract No. 4377, for paving on the Independence (N.City Limits-Oak St.) Section in Polk County.

A copy of each of the above contracts is being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
MAR 7 1955
FOR FILING

3 24-1709
4376

March 4, 1955

Central Paving Co.
Foot of "C" Street
Independence, Oregon

Gentlemen:

The State Highway Commission on March 3, 1955 awarded to you State Highway Contract No. 4376 for Silverton (James Street) Grading and Paving Project in Marion County.

This award was based on your bid of $4,052 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
FEB 25 1955
FOR FILING

224-1707
4376

February 25, 1955

Mr. R. E. Borland, City Manager
City Hall
Silverton, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Silverton covering the Special City Allotment Project on James Avenue in the City of Silverton.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
FEB 28 1955
FOR FILING

324-1709
4376

Sp. State Tax Street Fund - 108 K

Salem, Oregon
February 25, 1955

Special City Allotment Project
James Avenue
City of Silverton
Marion County

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto is a conformed copy of an agreement with the City of Silverton covering the Special City Allotment Project in the City of Silverton.

The original of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Manager, Silverton, Oregon.

Secretary

rn
Attach: 1

REFERRED TO
BY SECRETARY

127-1601 Independence (North City Limits 195
Only Report)

4377

RECEIVED
AUG 31 1955
FOR FILING

127-1601
4377

6011

August 30, 1955

Central Paving Company
Post Office Box 127
Independence, Oregon

Attention: Mr. Emerson B. Page

Gentlemen:

Upon receipt of your letter questioning excavation quantities on Contract No. 4377, Independence (North City Limits-Oak Street) project, the excavation quantities were rechecked by the Checking Engineer at Salem and have been found to be correct as shown on the final estimate.

The cross-sections show very light grading. The existing roadbed being heavily crowned, the resultant grading consisted mainly of wedge-shaped pieces next to the pavement as shown in red on the attached sketch.

In this case the areas occupied by base rock are much greater than the excavation section, as can be seen from the sketch. The sketch is, of course, not any definite section but merely made up to demonstrate the general character of the work.

The quantities shown on the final estimate are, according to our check, accurate. The records of the job are in the Salem office and may be checked by you or your authorized representative at any time you wish.

Very truly yours,

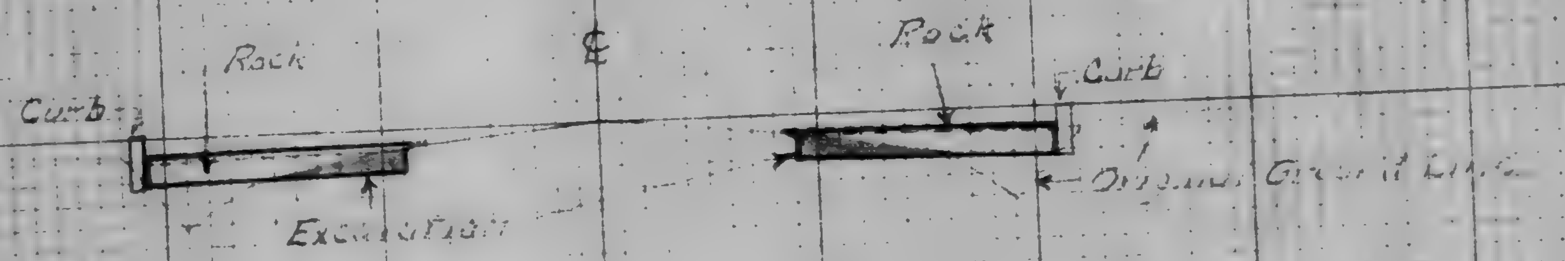
R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

FC: me
Encl.
cc Mr. Forrest Cooper
Mr. J. D. Walker

359-5 KEUFFEL & ESSER CO
10 × 10 to the inch.
MADE IN U.S.A.



TYPICAL SECTION
INDEPENDENCE
N. CITY LIMITS - OAK ST
CONTRACT #4377

ASSIGNMENT

Date: August 18, 1955. No. 6011 By WCW

Description: Letter of August 17 by Emerson B. Page of the Central Paving Company requesting a re-check of figures on Contract No. 4377.

Acknowledged by_____ Referred to Smith

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
XX Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Executed 8-29-55 Report Received__________

GRADING • OILING
CRUSHED ROCK
GRAVEL
BLACK TOP
SAND

NG COMPANY

ESS: P. O. BOX 127 INDEPENDENCE, OREGON

TELEPHONE:
SALEM: 3-5468
DALLAS: MAYFAIR 3-4141
INDEPENDENCE: 231

August 17, 1955

W. C. WILLI

it

Re: Contract #4377

PLEASE RETURN TO
W. C. WILLIAMS

to the final figures on the
pte that we were paid for
ion, Unclassified. Also, we
5 c.y. of 1½"-0" material in
pectively. This is a total of

In this particular job the excavation was determined by cross sections and the rock by truck measure. The rock was placed where the excavation was removed. In addition, 3 inches of Asphaltic Concrete was placed on top of the rock to complete filling the space occupied by the excavated material. The difference between the 616.3 c.y. of material removed and the rock and asphaltic concrete replaced is too great.

We feel that an error has been made in determining the excavation and are requesting a re-check of these figures.

Very truly yours,

CENTRAL PAVING CO.

Emerson B. Page

Emerson B. Page

EBP/dp

RECEIVED
AUG 18 1955
STATE COMMISSION

GRADING • OILING
CRUSHED ROCK
GRAVEL
BLACK TOP
SAND

... CENTRAL PAVING COMPANY

PLANTS: SALEM • DALLAS • INDEPENDENCE • • • • • MAILING ADDRESS: P. O. BOX 127 **INDEPENDENCE, OREGON**

TELEPHONE:
SALEM: 3-5468
DALLAS: MAYFAIR 3-4141
INDEPENDENCE: 231

August 17, 1955

W. C. WILLI

Oregon State Highway Department

Salem, Oregon

Re: Contract #4377

PLEASE RETURN TO
W. C. WILLIAMS

Gentlemen:

Your attention is called to the final figures on the subject contract. You will note that we were paid for 616.3 c.y. of General Excavation, Unclassified. Also, we were paid for 944 c.y. and 205 c.y. of 1½"-0" material in base and 3/4"-0" material respectively. This is a total of 1149 c.y. of crushed rock.

In this particular job the excavation was determined by cross sections and the rock by truck measure. The rock was placed where the excavation was removed. In addition, 3 inches of Asphaltic Concrete was placed on top of the rock to complete filling the space occupied by the excavated material. The difference between the 616.3 c.y. of material removed and the rock and asphaltic concrete replaced is too great.

We feel that an error has been made in determining the excavation and are requesting a re-check of these figures.

Very truly yours,

CENTRAL PAVING CO.

Emerson B. Page

Emerson B. Page

EBP/dp

RECEIVED
AUG 18 1955
STATE [illegible] COMMISSION

RECEIVED
AUG 11 1955
FOR FILING

127-1601
4-11

August 10, 1955

Indemnity Insurance Company
of North America
Seattle Service Office
821 Second Avenue
Seattle 4, Washington

Attention: Mr. H. R. Buck

Gentlemen:

Final payment on the State Highway Contract No. 4377 was mailed to the Central Paving Company on July 28, 1955.

We might explain that in final payments such as this we are notified by the Accounting Division when the payment is ready to be mailed and we then notify the Surety that the check will be mailed tendays later or, as we state it, on or after a certain date. In most cases the check is mailed on the date that is stated in our letter or within a day or two thereafter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

Indemnity Insurance Company
of North America

TELEPHONE NUMBER
SEneca 3360

Seattle Service Office
821 Second Avenue, Seattle 4, Washington

August 4, 1955

Oregon State Highway Department
Salem, Oregon

Re: Our Bond No. M-2687
Central Paving Co.
State Highway Contract
No. 4377

Gentlemen:

In your letter of July 18, 1955 you indicated that the captioned contract was completed by Central Paving Company on June 4, 1955 and was formally accepted by the Highway Commission on June 30, 1955. You also indicated in your letter that the final payment in the amount of $750.00 would be released to the contractor on or after July 28, 1955.

It would be appreciated if you would advise us when this final payment is released to Central Paving Company so that we may properly close our file.

Thank you for your anticipated courtesy and cooperation as respects the above.

Very truly yours,

H R Buck

H. R. Buck, Superintendent
Bond, Burglary & Glass Dept.

mailed 8-18

/aw

[illegible]

RECEIVED
AUG 8 1955
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 27, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4377	2-Final	The Central Paving Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11855	B-127977	$ 750.00	7/27/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1955

Time Extensions: None

Completion Date: June 4, 1955

Date Accepted: June 30, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-28-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

FILED ON CARD

Warrant Mailed: Ruth Rawlings

RECEIVED
JUL 19 1955
FOR FILING

127-1601
4377

July 18, 1955

CERTIFIED MAIL

Indemnity Insurance Company of N. A.
Seattle Service Office
821 Second Avenue
Seattle 4, Washington

ATTENTION: H. R. Buck
Superintendent

Dear Sir:

State Highway contract No. 4377 for work performed on the N. City Limits-Oak Street Section of Independence, Polk County, was completed by the contractor, Central Paving Company, on June 4, 1955, and was formally accepted by the Highway Commission on June 30, 1955.

Final payment in the amount of $750.00 will be released to the contractor on or after July 28, 1955. The total contract amount is $12,801.08, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

de

NOTED ON CARD
de

RECEIVED
JUN 27 1955
FOR FILING

127-1101
4377

June 24, 1955

CERTIFIED MAIL

Indemnity Insurance Company of N. A.
Seattle Service Office
821 Second Avenue
Seattle 4, Washington

Attention: Mr. H. R. Buck, Superintendent

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Central Paving Co. on contract No.4377, for paving on the Independence (N. City Limits-Oak St.) Section in Polk County.

This payment, in the amount of $12,051.08, will be released to the contractor on or after July 5, 1955. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
gl

127-1601

Form E-1—[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 11, 1955

Section Independence (N CIty Limits-Oak St.)
Highway Independence
Contractor Central Paving Co.
Date of contract March 3, 1955
Date work started May 17, 1955
Project authorization $ 14,718.38
Exclusive of Engineering $ 13,671.74

Kind of work Paving
Section prefix 127-1601
Contract number 4377
Date of completion July 31 1955
Estimated date of completion June 4, 1955
Per cent of time elapsed 62.25 %

Estimated cost of completed project, exclusive of engineering $12,870.08
Per cent of contract completed, based on total contract price 100 %
Engineering authorization $ 1046.64
Includes future ExchangeTime
Engineering cost to date $ 1844.05, 176.19 %
Date project was completed June 4, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed Semi-Final Estimate and submitted same to Division office Tuesday.

NOTED

NOTED
OSCAR CUTLER

NOTED
W. T. WRIGHT

NOTED
[illegible]

Signed E. O. Ferguson Res. Engr
Address Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77000

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.38	0.38			0.38
Miles partially completed	0.38	0.38			0.38
Miles completed	0.38	0.38			0.38
Total ~~estimated~~ Contract quantities	600	900			1700
Estimated quantities moved or placed to date	616.3	1149			1569.43
Average daily quantities	7	12			17
Average daily quantities necessary to complete project on time	Completed	Completed			Completed
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
APR 7 1955
FOR FILING

127-1601
4377

April 6, 1955

Central Paving Co.
P. O. Box 127
Independence, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts awarded to you on March 3, 1955 by the State Highway Commission, as follows:

Contract No. 4376, for grading and paving on the Silverton (James Avenue) Section in Marion County.

Contract No. 4377, for paving on the Independence (N.City Limits-Oak St.) Section in Polk County.

A copy of each of the above contracts is being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
MAR 7 1955
FOR FILING

127-1601
4377

March 4, 1955

Central Paving Co.
Foot of "C" Street
Independence, Oregon

Gentlemen:

The State Highway Commission on March 3, 1955 awarded to you State Highway Contract No. 4377 for grading and paving the Independence (North City Limits-Oak Street) Section of the Independence Highway in Polk County.

This award was based on your bid of $13,083 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
JAN 17 1955
FOR FILING

127-164
4377

Salem, Oregon
January 14, 1955

Mr. V. G. O'Neil

I am returning one copy of the profile, the estimate of cost, and your correspondence file concerning the pavement widening proposed on the Main Street Section of the Independence Secondary Highway in the northerly part of the city of Independence, estimated to cost $17,100.

The 1955 minor betterment budget includes an item of $8,000, which was the original estimate for this project. The project is approved for advertising for bids and contracting, although the excess over and above $8,000 required to finance the project, after the low bid has been determined, must be taken from the reserve in the minor betterment budget for projects to be selected.

W. W. Stiffler

WWS:er

cc Mr. I. A. Do France
Mr. C. H. Maison

RECEIVED
NOV 20 1954
FOR FILING

FORM [illegible] 27½ 3-54 [illegible]730
Maint
Hwys
Muni-City St.
Indep.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 19, 1954

SUBJECT: Widening Pavement to Curbs in Independence - 1955

To: Mr. J. D. Walker
Division Engineer
Salem, Oregon

Dear Sir:

There is an item of $8,000 in the approved 1955 Minor Betterment Budget for widening the pavement to curbs in Independence.

We have been requested to have the work performed by contract. Please prepare special provisions, typical sections, estimate of quantities and prices, and such plans as are necessary to show exact limits of the work, and submit direct to the Construction Department for further handling.

Very truly yours,

I. A. Derrance,
Assistant Maintenance Engineer

IAD:reb
c.c. - H. G. Smith
W. W. Stiffler
F. W. Farrar

NOTED
W. W. STIFFLER

[illegible] (Church St.-Bryan 1955
Street)
437

RECEIVED
AUG 30 1955
FOR FILING
25-1920
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 25, 1955

(CONTRACT NO.)
4378

(EST. NO.)
2-Final

(CONTRACTOR)
Warren Northwest, Inc.

(VOUCHER NO.)
17253

(WARRANT NO.)
R-130580

(AMOUNT)
$ 500.00

(DATE)
8/25/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: None

Completion Date: June 29, 1955

Date Accepted: Aug. 11, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-29-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: AUG 29 1955

Ruth Rawlings

RECEIVED
AUG 17 1955
FOR FILING

[illegible]
4378

August 17, 1955

CERTIFIED MAIL

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4378 for paving on the Grass Valley (Church St.-Bryan St.) Section of the Sherman Highway in Sherman County was completed by the contractor, Warren Northwest, Inc., on June 29 and was formally accepted by the Highway Commission on August 11, 1955.

Final payment in the amount of $500.00 will be released to the contractor on or after August 27, 1955. The total contract amount is $9,499.83 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Robt. E. Wallace, Mgr.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

8.

RECEIVED
JUL 21 1955
FOR FILING

28-1020
4378.

July 21, 1955

CERTIFIED MAIL

Federal Insurance Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release Semi-final payment to Warren Northwest, Inc. on contract No. 4378, for paving on the Grass Valley (Church St.-Bryan St.) Section of the Sherman Highway in Sherman County.

This payment, in the amount of $8,999.83, will be released to the contractor on or after July 30, 1955. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Robt. E. Wallace, Mgr.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD
gl

21-11[illegible]

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 2, 1955, 19

Section Grass Valley (Church St.-Bryan St.)

Highway Sherman

Contractor Warren Northwest,Inc.

Date of contract March 3, 19 55

Date work started June 24, 19 55

Project authorization $ 12,138.75

Exclusive of Engineering $ 11,275.55

Kind of work Paving

Section prefix 28-1020

Contract number 4378

Date of completion August 31, 19 55

Estimated date of completion June 29, 19 55

Per cent of time elapsed 67 %

Estimated cost of completed project, exclusive of engineering $ 11,161.18

Per cent of contract completed, based on total contract price 100% %

Engineering authorization $ 863.20

Engineering cost to date $ 863.20, 100 %

Date project was completed June 29, 1955, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The paving was completed on June 29, 1955.

State forces are to put on the Seal Coat.

The semi-final estimate has been completed.

Final Report.

NOTED
U. G. SMITH

NOTED
OSCAR CUTLER

RECEIVED
JUL [illegible] 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

Signed Lowell M. Stratton
Lowell M. Stratton

Address Madras, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing [illegible] CMW FORREST CO[illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.15			0.15
Miles partially completed					
Miles completed		0.15			0.15
Total estimated quantities					872.365
Estimated quantities moved or placed to date					872.365
Average daily quantities					426
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					10
Average force on project for week					40

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons	2						
Men and trucks over 3 tons	19						
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ....2...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ....1...., Sheep-foot rollers ...., . . Paving Plant; Paving Machine. . . . .

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Warm		
Monday	"		
Tuesday	Rain	10	To wet to pave.
Wednesday	Showers		
Thursday	Cool		
Friday	"		
Saturday	"		

RECEIVED
APR 15 1955
FOR FILING

24-1128
4378

April 15, 1955

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4378, which was awarded to you March 3 by the State Highway Commission, covering paving on the Grass Valley (Church St.-Bryan St.) Section in Sherman County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAR 7 1955
FOR FILING

28-1020
4378

March 4, 1955

Warren Northwest, Inc.
9860 N. E. Hancock Drive
Portland, Oregon

Gentlemen:

The State Highway Commission on March 3, 1955 awarded to you State Highway Contract No. 4378 for Grass Valley (Church Street-Bryan Street) Paving Project on the Sherman Highway in Sherman County.

This award was based on your bid of $9,740 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

P

RECEIVED
FEB 2 1955
FOR FILING

28-1020

January 28, 1955

Grass Valley Grain Growers, Inc.
Grass Valley, Oregon

Attention: Anita Hooper, Mgr.

Gentlemen:

In regard to your inquiry concerning the proposed route through Grass Valley, I wish to advise that we made some preliminary studies looking to the possibility of building a new highway to the west of Grass Valley, but the construction of such a by-pass does not seem warranted at this time.

The existing traffic on US97 through Grass Valley is approximately 1,000, which amount of traffic nowise justifies the construction of a new highway as a by-pass. While at some time in the future a by-pass might be warranted, it now appears to be a great many years away.

We have already agreed with the City of Grass Valley to widen to full-street width the highway pavement on those sections where curbs have been installed by the City. This will afford ample trafficway through the City for the traffic on US97, not only for the present but for many years to come.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me RHB:me

cc Mr. W. C. Williams
Mr. H. G. Smith

ASSIGNMENT

Date January 25, 1955 No.[illegible]34 By WCW

Description: Letter from Anita Hooper, Mgr., Grass Valley Grain Growers, Inc., Grass Valley, Ore., 1-24-55, stating they hope new hwy. will come in behind Grass Valley, giving them more room for siding for railroad cars at their new elevator.

Acknowledged by____ Referred to H. G. Smith

__ Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
XX Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

PLEASE RETURN TO
W. C. WILLIAMS

Remarks:

Executed 1-27-55 Report Received__________

---

rain Growers, Inc.
LLEY, OREGON

W. C. WILLIAMS

uary 24, 1955

PLEASE RETURN TO
W. C. WILLIAMS

crew got through working around
concerned as to where the new
it comes through the city of
ent, our concern involves
p at the new Concrete Elevator
ey the present highway is, it
to have 7 cars on the siding,
we would have to go across
isn't in order, but if the
it will come in behind the
the present highway would
e wouldn't have so many worries.
acity of 700,000 bu. and if
we were to try to empty it in a three month period,with the train service we have, we couldn't get the job done, so our hope is, that the highway will be changed, and beleive it will be more beneficial to the greatest number concerned.

Would appreciate it if you could let us know so that we can plan accordingly.

Very truly yours,

Grass Valley Grain Growers, Inc.

Anita Hooper

Anita Hooper, Mgr.

RECEIVED

Grass Valley Grain Growers, Inc.

GRASS VALLEY, OREGON

NOTED
W. C. WILLIAMS

January 24, 1955

PLEASE RETURN TO
W. C. WILLIAMS

State Highway Engineers
Salem, Oregon

Gentlemen:

Ever since the survey crew got through working around here, we have become quite concerned as to where the new highway will be located as it comes through the city of Grass Valley. At the present, our concern involves siding for railroad cars up at the new Concrete Elevator we built last year. The way the present highway is, it only gives us enough room to have 7 cars on the siding, and in order to have more, we would have to go across the present highway, which isn't in order, but if the highway is changed so that it will come in behind the city of Grass Valley, and the present highway would become a secondary road, we wouldn't have so many worries. Our new Elevator has a capacity of 700,000 bu. and if we were to try to empty it in a three month period, with the train service we have, we couldn't get the job done, so our hope is, that the highway will be changed, and beleive it will be more beneficial to the greatest number concerned.

Would appreciate it if you could let us know so that we can plan accordingly.

Very truly yours,

Grass Valley Grain Growers, Inc.

Anita Hooper

Anita Hooper, Mgr.

RECEIVED
[illegible]

RECEIVED
J 1 1954
FOR FILING

28-1620

3-d(11)

June 17, 1954

Oregon State Highway Commission

Gentlemen:

Reference is made to Item No. 11 on the Unfinished Business, relating to the request of the Grass Valley delegation for the improvement of US97 through the city. Curbs were placed about two years ago by the property owners to grades furnished by the Highway Department and are in good shape. The estimated cost to do the work is $15,000.

I recommend that we take bids at the August meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:lg me

cc Mr. H. G. Smith
Mr. C. H. Maison

(Unfinished Bus

#11

3d-"

FORM E-90 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 9th, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Sir:

Herewith report from Dean Swift on the cost of widening the existing oiled surface to a full-width, 60-foot street between curbs from North Street on the north to Brian Street on the south, a distance of 4,000 feet, in the town of Grass Valley.

The curbs were placed two years ago to grades furnished by the State Highway Department.

Very truly yours,

H. G. Smith
Construction Engineer

1400?

HGS:AR
Enc.

RECEIVED
JUN 9 1954
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X 25M 6-51 50116

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
June 7, 1954

SUBJECT: Requested street widening in Grass Valley.

To:
Mr. H. G. Smith
Construction Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

I inspected the work to be done in Grass Valley as requested by the Grass Valley delegation at the last commission meeting last week.

These curbs were placed about two years ago to grades furnished by the State Highway Department and are in very good shape. We had a five line profile run on this section which reveals some excavation and some filling by selected materials. This section runs from North Street on the north side to Brian Street on the south side and is 1400 feet long by 60 feet in width.

Below is an estimate of cost to true the street up to meet the new curbs and place a Double 0.9 oiling.

Excavation 1200 c. y. at 0.75	$ 900.00
Select Topping 1600 c.y. 1.25	2,400.00
Level Course 600 c.y. at 3.00	1,800.00
Double 0.9 Oiling	3,000.00
	$8,100.00
Engineering	1,012.50
TOTAL-	$9,112.50

Very truly yours,

W. E. Chandler
Division Engineer

By
DEAN SWIFT
Assistant Division Engineer

DS:bd

RECEIVED
JUN 8 1954
OFFICE OF
CONSTRUCTION ENGINEER

V B # 11

May 25, 1954

Mr. Chas. H. Reynolds, Commissioner
P. O. Box 898
La Grande, Oregon

Dear Mr. Reynolds:

I have talked with Mr. Baldock concerning the Grass Valley delegation request. He advised me that instructions have been given to the Construction Engineer to make an investigation as to the cost of widening the existing oil surfacing or paving on such sections as the City has constructed curbs, and also on the possibility of a by-pass being constructed at some future date.

It is anticipated that the report will be presented at the June meeting.

In preparing the minute entry concerning the delegation, I will try to place in proper perspective the reference made to a by-pass route.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Assistant Secretary

FQ:mm
cc: R. H. Baldock

RECEIVED
MAY 26 1954
FOR FILING

28-1020

Salem, Oregon
May 24, 1954

Mr. H. G. Smith

A delegation from Grass Valley appeared at the last Commission meeting and requested widening of the existing oil surfacing to meet curbs which have been constructed by the City.

Will you please make an investigation and advise me as to cost of widening the existing oil surfacing or paving on such sections as the City has constructed curbs.

Even though the city might, at some future date, be bypassed, it would appear that we probably should widen the existing pavement, and especially so if the City has constructed curbs without cost to the State.

W. C. Williams

WCW:me

MMISSIONERS
CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION
OFFICE OF CHAS. H. REYNOLDS
P. O. BOX 898
LA GRANDE, OREGON

May 21, 1954

Mr. Floyd Query
Assistant Secretary
Oregon State Highway Comm.
Salem, Oregon

Dear Floyd,

I have a copy of your letter of May 19th addressed to B. C. Baumgartmer, Mayor of the city of Grass Valley.

I thought the reason why the request of these people was not given immediate consideration was due to the fact that a new survey is under way now through that locality and no one knew where it might be. The fact that it could by pass the city was mentioned but I don't believe that we intended to leave the impression that the city would be by passed which of course would not be desirable so far as the economy of that city is concerned.

You might check over the minutes again and also ask the engineers what their thought was in that connection.

Very truly yours,

Chas H. Reynolds
Commissioner

CHR:lw

RECEIVED
MAY 24 1954
OREGON
STATE HIGHWAY COMMISSION

3:00 DEL.
5/12/54

May 19, 1954

Hon. B. C. Baumgartner, Mayor
City of Grass Valley
Grass Valley, Oregon

Dear Sir:

In your letter of May 17th you ask for an official transcript of the Grass Valley delegation with the remarks of the Commission and those of Mr. Baldock.

The minutes of the Commission meeting are not considered as official until they have been approved by the Commission. Under ordinary procedure, the minutes of the May meeting would not be approved by the Commission until the next Commission meeting which is scheduled for June 23 and 24 in the Imperial Hotel in Portland; however, I can advise you briefly that the sense of the minute entry will indicate that your delegation requested oiling of the highway between curbs in the city of Grass Valley, and the Commission instructed the Engineer to make an investigation of your request as to cost, feasibility and the possibility of a by-pass route being constructed and to make a report at the next Commission meeting if possible.

As you probably know, the Highway Construction Program has many jobs under way at this time and engineering personnel is at a premium; therefore, we cannot give you any assurance as to when Mr. Baldock's report will be ready. However, when the report has been presented to the Commission and further action has been taken, we will be pleased to advise you further.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

FQ:sw

cc - Commissioners
R. H. Baldock

CITY RECORDER - TREASURER
DON E. SMITH

WATER SUPERINTENDENT
C. W. FIELDS

CITY OF GRASS VALLEY
[illegible]
GRASS VALLEY, [illegible]

COUNCILMEN
BRUCE ALLEY
[illegible] DUNCAN
[illegible] JOHNSON
[illegible]
[illegible]
C. [illegible]

May 17, 1954

State Highway Commission
Salem, Oregon

Gentlemen: Attn: Mr. H. B. Glaisyer, Sec.

Will you please send us a copy of the official transcript of the presentation of the delegation from Grass Valley complete with the remarks of the Commission and those of Mr. R. H. Baldock? It will be greatly appreciated if you can furnish this for our records.

We are naturally interested in what Mr. Baldock's report will recommend, and will appreciate being advised at the earliest moment. If the report will not be available until the next meeting of the Commission, please advise the date of the meeting in order that I might attend.

Yours truly,

B. C. Baumgartner

B. C. Baumgartner
Mayor

RECEIVED
MAY 18 1954
SALEM
STATE HIGHWAY COMMISSION

STATE HIGHWAY COMMISSION MEETING

Delegation Grass Valley

Date May 12, 1954

Time 3:00 p.m.

Name	City or Town	Capacity
B. C. Baumgartner	Grass Valley	Mayor
C. W. Fields	" "	Councilman
Archie Crantall	" "	"
William Johnson	" "	"
Kenneth Crews	" "	"
Bruce Alley	" "	"
Wallace May	" "	Property owner
James Easter	" "	" "

May 5, 1954

Don E. Smith, City Recorder
City of Grass Valley
Grass Valley, Oregon

Attention: Miss Glendora Smith
Deputy

Gentlemen:

We have your letter of May 3, 1954 in which you state that the City Council in its appearance before the Highway Commission on May 12th wishes to discuss improvement of Highway 97 through the city so that the Council can better plan its street improvement program.

Copies of your letter will be forwarded to the members of the State Highway Commission and to the State Highway Engineer.

Thank you for providing us with this information.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

FQ:jmc

cc: Commissioners
R. H. Baldock

3.00 p.m.
delegation

FORM R-150 ... REVISED 2-50

FOR FILING

Const
Projects
Misc

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

CITY OF GRASS VALLEY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Grass Valley

May 5, 1954

Don E. Smith, City Recorder
City of Grass Valley
Grass Valley, Oregon

Attention: Miss Glendora Smith
Deputy

NOTED
W. C. WILLIAMS

COPY

Gentlemen:

We have your letter of May 3, 1954 in which you state that the City Council in its appearance before the Highway Commission on May 12th wishes to discuss improvement of Highway 97 through the city so that the Council can better plan its street improvement program.

Copies of your letter will be forwarded to the members of the State Highway Commission and to the State Highway Engineer.

Thank you for providing us with this information.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By Floyd Query
Floyd Query, Assistant Secretary

FQ:jmc

cc: Commissioners ✓
R. H. Baldock ✓

NOTED
State Highway Engineer

REFERRED TO
Williams
By State Highway Engineer

Suggest we
wait until
Commission order
or report.

MAYOR
C. BAUMGARTNER

CITY RECORDER - TREASURER
DON E. SMITH

WATER SUPERINTENDENT
C. W. FIELDS

COUNCILMEN
BRUCE ALLEY
SIM DUNCAN
WM. JOHNSON
KENNETH CREWS
ARCHIE CANRALL
C. W. FIELDS

CITY OF GRASS VALLEY
(INCORPORATED, FEBRUARY 27, 1901)

GRASS VALLEY, OREGON

May 3, 1954

H. B. Glaiyser, Secretary
State Highway Commission
Portland, Oregon

Dear Sir:

Thank you for reserving a fifteen minute period on Wednesday, the 12th.

The City Council desires to ascertain the thinking of the Commission in regard to improvement of U.S. 97 within the City of Grass Valley in order that the Council can better plan its street improvement program.

A delegation will definitely be there to make their presentation to the Commission.

Very truly yours,

Don E. Smith, City Recorder

By [illegible] Smith
Deputy

RECEIVED
MAY 5 1954
OREGON
STATE HIGHWAY COMMISSION

April 27, 1954

Don E. Smith
City Recorder
City of Grass Valley
Grass Valley, Oregon

Attention: Miss Glendora Smith
Deputy

Gentlemen:

I received in this morning's mail your letter of April 24, 1954 in which you request for the members of your City Council an appointment with the State Highway Commission at its next meeting to discuss a very important issue.

The next regular meeting of the State Highway Commission is scheduled to be held in Portland on Tuesday and Wednesday, May 11 and 12, 1954. Delegations will be heard on the second day Wednesday the 12th. The Highway Commission will be pleased to grant the City Council a hearing on that day. Accordingly I am reserving for the convenience of the members of the Council a fifteen minute period of time, starting at 3:00 p.m., which is the earliest unassigned time available. The Commission holds its meetings in the Green Room on the first floor of the Imperial Hotel which is located at Broadway and Stark Streets.

The members of the Commission like to know in advance the subject to be presented by delegations. It will be appreciated, therefore, if you will kindly advise me briefly what the City Council has in mind so material can be assembled in advance of the meeting if necessary.

Thanking you for your courtesy in furnishing such information, I remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
cc: Commissioners
R. H. Baldock

Agenda

MAYOR
[redacted] C. BAUMGARTNER

CITY RECORDER - TREASURER
DON E. SMITH

WATER SUPERINTENDENT
C. W. FIELDS

COUNCILMEN
BRUCE ALLEY
SIM DUNCAN
WM. JOHNSON
KENNETH CREWS
ARCHIE CANRALL
. W. FIELDS

CITY OF GRASS VALLEY
(INCORPORATED, FEBRUARY 27, 1901)

GRASS VALLEY, OREGON

April 24, 1954

AGENDA
MAY 12 1954

D

H. B. Glaiyser, Secretary
State Hiway Commission
Portland, Oregon

Dear Sir:

Members of the City Council of Grass Valley desire to meet with the State Hiway Commission to discuss a very important issue. This is quite urgent. It is, therefore, very important that you notify the Council of the next meeting date of the Commission.

Your cooperation and attention to this will be greatly appreciated. Thank you.

Very truly yours,
Don E. Smith
City Recorder
By Glendora Smith
Deputy

ANSWERED
H. B. GLAISYER

3:30 PM
May 12, '54

D

B-1336 [illegible] of the Tualatin 195[illegible]
[illegible]
4379

RECEIVED
JAN 6 1956
FOR FILING

34-1881

4379

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 4, 1956

Mr. C. C. Meisel
Box 206
McMinnville, Oregon

Dear Sir:

The State Highway Commission at its meeting held on December 19, 1955 had under discussion your request for an extension of time from August 31 to October 28, 1955 within which to complete your contract No. 4379, for paving on the Gaston Section of the Tualatin Valley Highway in Washington County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

Carl A. Peterson,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
DEC 27 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
December 20, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4379	5-Final	C. C. Meisel	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
25281	B-130674	$ 500.00	12/19/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Pauling
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: to Oct. 28, 1955 without penalty

Completion Date: Oct. 27, 1955

Date Accepted: Dec. 19, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-23-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

[illegible] ON CARD

Warrant Mailed: [illegible]
Ruth Pauling

RECEIVED
DEC 13 1955
FOR FILING

54-1026
1-11

December 13, 1955

CERTIFIED MAIL

Standard Accident Insurance Co.
Detroit 32
Michigan

Gentlemen:

State Highway Contract No. 4379 for paving on the Gaston Section of the Tualatin Valley Highway in Washington County was completed by the contractor, C. C. Meisel, on October 27, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $500.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $12,009.52 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Standard Accident Insurance Co.
J. S. Laird, Agent
Spalding Building
Portland 4, Oregon

NOTED ON CARD

RECEIVED
NOV 29 1955
FOR FILING

34-1086
4379

November 29, 1955

Request for extension of time
No. 12
December 19 and 20 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from C. C. Meisel for an extension of time on the Gaston City Street paving project, Contract No. 4379, from August 31, 1955 to October 28, 1955.

Paving operations were considerably delayed due to late spring and summer rains. The contractor prosecuted this job to the best of his ability, and it is not believed that the overrun in time could be considered as his fault.

I recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. Forrest Cooper

EAP:dt 1g

RECEIVED
NOV 17 1955
FOR FILING

34-1086
4379

November 16, 1955

CERTIFIED MAIL

Standard Accident Insurance Co.
Detroit 32
Michigan

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. C. Meisel in connection with contract No. 4379, for paving on the Gaston Section of the Tualatin Valley Highway in Washington County. This payment, in the sum of $1,806.88, will be released to the contractor on or after November 26, 1955. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility of such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. J. S. Laird
Spalding Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

Form E-1-Rev 6-56—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct 29, 1955

Section Gaston

Highway Tualatin

Contractor C.C. Meisel

Date of contract March 3, 1955

Date work started July 7, 1955

Project authorization $14383.69

Exclusive of Engineering $13360.85

Kind of work Paving

Section prefix 34-1056

Contract number 4379

Date of completion [illegible], 1955

Estimated date of completion Oct 29, 1955

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $12894.52

Estimated per cent ~~overrun~~ or underrun 3.4 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $1022.84

Engineering cost to date $1150.00, +12.4 %

Date project was completed Oct 26, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed shoulders on
Thursday.
Cleanup [illegible] completed today.

Semi-Final estimate will be sent [illegible] Monday Oct 31

RECEIVED
[illegible] 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
L. H. Young

Signed Carl [illegible]

Address Banks Box 86

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86386

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.39	0.3[illegible]			
Miles partially completed	—	—			
Miles completed	0.39	0.3[illegible]			
Total estimated quantities (contract)	400	210			
Total quantities corrected to date	404	433			
Estimated quantities moved or placed to date	404	433			
Average daily quantities	—	—			
Average daily quantities necessary to complete project on time	—	—			
Number shifts per day	—	1			
Hours per shift	—				
Average force on project for week	—	[illegible]			

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers............, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cldy		
Monday	Showers		
Tuesday	Rain		
Wednesday	Showers		
Thursday	Showers		
Friday	"		
Saturday			

RECEIVED
JUL 27 1955
FOR FILING

34-1086
4377

GON STATE HIGHWAY DEPARTM T
Materials Division

LABORATORY REPORT

Project	Gaston Section	Prefix No.	34-1086
Highway	Tualatin Valley	County	Washington
Contractor	C. C. Meisel	F. A. Project No.	
Submitted by	C. A. Peterson	Date reported	July 26, 1955

Contract No. 4379

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Harker Quarry at Pike, 5+ mi. NW of Yamhill.
Sampled at Bunkers
Date received July 25, 1955
Quantity represented
To be used Base Surf.
Sampled by C. A. Peterson

TEST RESULTS

Laboratory No. 369143
Data Sheet No. A-26914
Type of material Cr. Rock. 2½-0
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	6.5	6.5	
1¼	7.8	14.3	
1	9.1	23.4	
3/4	9.1	32.5	
½	13.9	46.4	
¼	12.5	58.9	
10	21.2	80.1	
40	12.5	92.6	
Pass	7.4	7.4	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	13.6	
Specific gravity (Le Chatelier)	2.94	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	21	%
Manufactured fines		%
Liquid limit: Natural fines	45	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I. Insufficient material retained on 1½".

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer
X Resident Engineer
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X

Skelton
C. A. Peterson
W. C. Williams

NOTED
W. C. WILLIAMS

Engineer of Materials

State Printing 70025

RECEIVED
JUN 13 1955
FOR FILING

341-1086
4379

June 8, 1955

Lamping & Company
Portland Trust Building
Portland 4, Oregon

Attention: Mr. R.P.Dawson
Co-manager

Gentlemen:

Contract No. 4354 was awarded to C. C.Meisel on March 2, 1955, for grading and paving the East Unit, Carlton Junction-Newberg Section of the Yamhill-Newberg Highway in Yamhill County. Completion date is set for September 30, 1955. Our records show that as of May 5, which is the latest estimate we have, the total amount of contract work performed was $5,438.25. The resident engineer on this job is L. V. Blickenstaff, whose address is 2131 S. W. Scholl's Ferry Road, Portland.

There is no set penalty against the contractor if completion overruns the specified completion date. Each case is judged on its merits and in a case where the contractor has been dilatory and the traveling public has suffered by reason of the delay, engineering penalty may be assessed, which consists of charging the contractor for the cost of engineering services rendered after the scheduled completion date.

We have no record of the bonding company for Mr. Mack Buick, a subcontractor on this project.

Contract No. 4379 was also awarded to C. C. Meisel for paving the Gaston Section of the Tualatin Valley Highway. No estimate of work performed has been submitted for this contract and the resident construction engineer has not yet been assigned. If you wish, you may contact Mr. H. C. Broadwell, Box 4699, Sellwood Station, Portland, who was the locating engineer on this project, and if necessary he could refer your inquiry to the proper party. The scheduled date of completion is August 31, 1955, and the penalty for noncompletion would be the same as outlined for Contract No. 4354.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

RECEIVED
APR 7 1955
FOR FILING

24-108½
[illegible]

April 6, 1955

Mr. C. C. Meisel
Box 206
McMinnville, Oregon

Dear Sir:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission as follows:

Contract No. 4354, for grading and paving on the East Unit, Carlton Jct.-Newberg Section of the Yamhill-Newberg Highway in Yamhill County, awarded March 2, 1955.

Contract No. 4379, for paving on the Gaston Section of the Tualatin Valley Highway in Washington County, awarded March 3, 1955.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
MAR 7 1955
FOR FILING

34-1086
4379

March 4, 1955

Mr. C. C. Meisel
Box 206
McMinnville, Oregon

Dear Sir:

The State Highway Commission on March 3, 1955 awarded to you State Highway Contract No. 4379 for grading and paving the Gaston Section of the Tualatin Valley Highway in Washington County.

This award was based on your bid of $12,785.50 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc:
H. G. Smith
S. H. Probert
R. G. Savage, SIAC

[illegible]

43[illegible]

RECEIVED
MAR 8 - 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
February 29, 1956

3-4-1347

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4380	24-Final	Johnson & Amens

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3307	R-244240	$ 2,346.81	2/29/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1955

Time Extensions: to Jan. 30, 1956

Completion Date: Jan. 24, 1956

Date Accepted: March 1, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-7-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 7 1956
Ruth Rawlings

[illegible] ON CARD

RECEIVED
FEB 15 1956
FOR FILING

24-1[illegible]7
4380

February 15, 1956

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Johnson & Amens on contract No. 4380, for construction of the Gales Creek Bridges on the Wilson River Highway in Washington County. This payment, in the amount of $4,625.79, will be released to the contractor, assigned to the U. S. National Bank of Portland, McMinnville Branch, on or after February 25, 1956. The retained percentage is $2,246.81.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

6

RECEIVED
FEB 16 1956
FOR FILING

34-1087
4380

February 15, 1956

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4380 for construction of the Gales Creek Bridges on the Wilson River Highway in Washington County was completed by the contractor, Johnson & Amens, on January 24, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $2,246.81 will be released to the contractor, assigned to United States National Bank of Portland, McMinnville Branch, after acceptance by the Commission. The total contract amount is $74,893.54 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

gf

FORM E-120 90M REVISED 3-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
FEB 8 1956
FOR FILING

34-1557

4380

February 8, 1956

Johnson & Angus
Box 271
McMinnville, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 26 had under discussion your request for an extension of time from December 31, 1955 to January 30, 1956 within which to complete your contract No. 4380, for constructing the Gales Creek Bridges on the Wilson River Highway in Washington County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

Robert E. Dow,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

6

RECEIVED
JAN 18 1956
FOR FILING

34-1087
4380

January 17, 1956

Request for extension of time
No. 19
January 26 and 27 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Gales Creek Bridges
Contract No. 4380

Johnson & Amana, contractor on the Gales Creek Bridges on the Wilson River Highway in Washington County, has requested a second extension of time from December 31, 1955, to January 30, 1956, in which to complete the contract.

Traffic was routed over these structures before the expiration of the previous time extension. All work has been completed with the exception of finishing concrete surfaces, which work is being done as weather permits.

As there is no inconvenience to the traveling public, it is recommended that this extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/dp

Attached

RECEIVED
JAN 6 1956
FOR FILING

34-1087

4380

COMMISSION
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISTER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 5, 1956

Johnson & [illegible]
Box 271
McMinnville
Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 19, 1955 had under discussion your request for an extension of time from October 31 to December 31, 1955 within which to complete your contract No. 4380, covering the Gales Creek Bridges on the Wilson River Highway in Washington County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

Robert F. Low,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
DEC 13 1955
FOR FILING

34-1087
4380

December 12, 1955

Request for extension of time
No. 29
December 19 and 20 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Gales Creek Bridges
Contract No. 4380

Johnson & Adams, contractor on the Gales Creek Bridges on the Wilson River Highway in Washington County, has requested an extension of time from October 31, 1955, to December 31, 1955, in which to complete the contract.

The contractor incurred some delay in starting the project as a detour was not made available to him by the time specified. Also, during this fall, inclement weather delayed the procurement and placement of concrete. At this time, one bridge has been completed and is in use, and all concrete has been poured on the second bridge.

As most of the delay was not the responsibility of the contractor, it is recommended that this extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

PMS/dp
Attached

RECEIVED
MAY 13 1955
FOR FILING

File

24-1087
4380

May 6, 1955

Mr. James D. Cline
Assistant Manager
U. S. National Bank of Portland
McMinnville Branch
McMinnville, Oregon

Dear Mr. Cline:

Just received is your letter of May 5, 1955 transmitting in triplicate an assignment from Johnson & Amens to the McMinnville Branch of the United States National Bank of Portland of all monies that are now due or which may hereafter become due them in connection with State Highway Contract No. 4380 for construction of two bridges on the Wilson River Highway in Washington County, except the 3% retainage which is not assigned.

It is noted that the United Pacific Insurance Company, surety on the bond furnished by Johnson & Amens, has consented to the assignment.

The assignment appears to be in proper form, and we will be glad to honor it. I am asking our Chief Auditor to make note of the assignment in his records so future payments can be made in conformity therewith.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: C. H. Maison (2)

Mr. Maison:

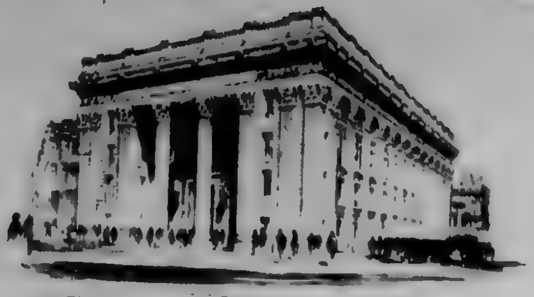
Attached hereto is a copy of Mr. Cline's letter, a copy of a letter from Johnson & Amens with a footnote by the United Pacific Insurance Company consenting to the assignment. I also attach two executed copies of the assignment. I have retained the originals of all of the above for the Highway Commission's records and files.

HBG

NOTED ON CARD

Mr. Query -- (over)

NOTED
FLOYD QUERY



HEAD OFFICE

McMINNVILLE BRANCH

THE UNITED STATES NATIONAL BANK

OF PORTLAND, OREGON

McMINNVILLE, OREGON

May 5, 1955

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We are enclosing Assignment of Claim in triplicate executed by Johnson and Amens covering Oregon State Highway Contract No. 4380. Also enclosed you will find original and one copy of the consent to this Assignment executed by United Pacific Insurance Company.

Will you kindly acknowledge receipt on the enclosed copy of this letter.

Very truly yours,

James D. Cline
James D. Cline
Assistant Manager

PJP
Enclosures

H. B. GLAISYER

RECEIVED
MAY 6 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
APR 7 1955
FOR FILING

34-1087
4380

April 7, 1955

Johnson & Amens
Box 271
McMinnville, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4380, which was awarded to you on March 3 by the State Highway Commission, covering construction of the Gales Creek Bridges on the Glenwood-West Section of the Wilson River Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAR 7 1955
FOR FILING

34-1087
4380

March 4, 1955

Johnson & Amens
P. O. Box 271
McMinnville, Oregon

Gentlemen:

The State Highway Commission on March 3, 1955 awarded to you State Highway Contract No. 4380 for construction of Gales Creek Bridges on the Wilson River Highway over Gales Creek in Washington County.

This award was based on your bid of $73,627.50 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

[illegible]-1119 Yoshi[illegible] ([illegible]) 1955

3 1

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 27, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4381	1-Final	Oregon Asphaltic Paving Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
14926	R-128048	$ 5,857.27	7/27/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: None

Completion Date: June 21, 1955

Date Accepted: June 30, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-28-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: [illegible]

Ruth Rawlings

RECEIVED
JUL 21 1955
FOR FILING

336-1712
4381

July 21, 1955

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4381 for grading and paving on the Yamhill (Elm Street) Section in Yamhill County was completed by the contractor, Oregon Asphaltic Paving Co., on June 21 and was formally accepted by the Highway Commission on June 30, 1955.

Final payment in the amount of $5,857.27 will be released to the contractor on or after August 1, 1955. The total contract amount is $5,857.27 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.,
Portland 4, Oregon

NOTED ON CARD

236-1712

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 24, 1955

Section Yamhill [illegible]

Kind of work [illegible]

Highway [illegible]

Section prefix 236-1712

Contractor [illegible]

Contract number 438

Date of contract May 5, 1955

Date of completion Aug 31st, 1955

Date work started June 9, 1955

Estimated date of completion June 22, 1955

Project authorization $6700.00

Exclusive of Engineering $6220.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $5839.27

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $480.00

Engineering cost to date $650, 134% %

Date project was completed June 22, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor made an agreement with
Karl [illegible] Construction to do the [illegible]
Concrete on Shoulder June 20th
[illegible] was completed on the 20th Shoulder
were processed and oil [illegible] June 21st
All equipment removed June 22 1955

Final records will be completed this coming
week.

NOTED
OSCAR CUTLER

NOTED
H. G. SMITH

NOTED
W. T. WRIGHT

RECEIVED
[illegible] 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed Earl Atkinson

Address Banks Box 56, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

FORREST COOPER

State Printing 77090

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	[illegible]	[illegible]			[illegible]
Miles partially completed	[illegible]	[illegible]			[illegible]
Miles completed	[illegible]	[illegible]			[illegible]
Total estimated quantities	[illegible]				220
Estimated quantities moved or placed to date	[illegible]	[illegible]			225.06
Average daily quantities					225.00
Average daily quantities necessary to complete project on time	—	—			
Number shifts per day	-	1			1
Hours per shift					8
Average force on project for week		[illegible]			4

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...1..., Rollers ...2..., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...[illegible]..., ...13..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	[illegible]		
Tuesday	[illegible]		
Wednesday	"		Completed [illegible]
Thursday	Showers		
Friday	"		
Saturday			

RECEIVED
APR 11 1955
FOR FILING

336-1712
4381

April 11, 1955

Oregon Asphaltic Paving Co.
0441 S. W. Porter St.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4381, which was awarded to you on March 3 by the State Highway Commission, for grading and paving on the Yamhill (Elm Street) Section in Yamhill County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAR 14 1955
FOR FILING

[illegible]-1112

4381

Salem, Oregon
March 11, 1955

Sp. State Hy Street Fund
49

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto is a conformed copy of an agreement with the City of Yamhill covering the Special City Allotment project on Elm Street in the City of Yamhill.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Yamhill, Oregon.

Secretary

rn
Attach: 1

FORM E-30 26M 9-51 82915

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 23, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of an agreement covering the Special City Allotment project on Elm Street in Yamhill. Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission.

This project was approved by the Highway Commission on December 7, 1954.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

2 [illegible]

12-7-54 Minute Page 29

RECEIVED
FEB 23 1955
OFFICE OF
STATE HIGHWAY ENGINEER

A

4

RECEIVED
MAR 11 1955
FOR FILING

336-1212

4391

March 11, 1955

Hope Perry, City Recorder
City Hall
Yamhill, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Yamhill covering the Special City Allotment project on Elm Street in Yamhill.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
MAR 7 1955
FOR FILING

336-1712
4381

March 4, 1955

Oregon Asphaltic Paving Co.
0441 S. W. Porter St.
Portland, Oregon

Gentlemen:

The State Highway Commission on March 3, 1955 awarded to you State Highway Contract No. 4381 for Yamhill (Elm Street) Grading and Paving Project in Yamhill County.

This award was based on your bid of $6,000 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

ORDINANCE NO. 192
CITY OF YAMHILL, OREGON

2-15-55

An ordinance providing for a form of agreement by and between the City of Yamhill, Oregon, and the State of Oregon acting by and through its State Highway Commission, for the improvement of Elm Street from Main Street to Second Street, a distance of approximately 0.10 miles; and, declaring an emergency.

WHEREAS, the City of Yamhill, Oregon, has heretofore made application to the State Highway Commission for assistance in repairing and reconstructing streets under the provisions of ORS 366.800 and 366.805; and

WHEREAS, in the form of agreement prepared by the State Highway Commission, a copy of which, marked "Exhibit A", is attacher hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to Fifteen Thousand and No/100 ($15,000.00) Dollars, and the City of Yamhill to pay all costs in excess of said $15,000.00;

Now, Therefore, the City of Yamhill does ordain as follows:

SECTION 1. That that certain form of agreement herein above referred to be entered into by the City of Yamhill, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of Elm Street, and it is hereby approved and accepted as submitted.

SECTION 2. That the Mayor and Recorder are hereby authorized and directed to execute said agreement in triplicate and to deliver said agreement to the State Highway Commission for execution by said Commission.

County and City
J. A. Larsen

through its State Street from Main Street to Second Street, mately 0.10 miles; and, declaring an emergency.

WHEREAS, the City of Yamhill, Oregon, has heretofore made application to the State Highway Commission for assistance in repairing and reconstructing streets under the provisions of ORS 366.800 and 366.805; and

WHEREAS, in the form of agreement prepared by the State Highway Commission, a copy of which, marked "Exhibit A", is attacher hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to Fifteen Thousand and No/100 ($15,000.00) Dollars, and the City of Yamhill to pay all costs in excess of said $15,000.00;

Now, Therefore, the City of Yamhill does ordain as follows:

SECTION 1. That that certain form of agreement herein above referred to be entered into by the City of Yamhill, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of Elm Street, and it is hereby approved and accepted as submitted.

SECTION 2. That the Mayor and Recorder are hereby authorized and directed to execute said agreement in triplicate and to deliver said agreement to the State Highway Commission for execution by said Commission.

SECTION 3. WHEREAS, it is necessary that said improvement be made in the spring or summer of 1955 while the weather permits; and, whereas, the State Highway Commission cannot award a contract for said improvement until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Yamhill, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Council and its approval by the Mayor, as authorized by the Charter of the City of Yamhill, which Charted is dated May 31, 1921.

Passed by the Council February 15, 1955, by the following vote:

AYES: Ahlgren, Dickison, Malley & Van Loo.

NAYS: none

Approved by the Mayor February 15, 1955.

Signed: ______________
Mayor of City of Yamhill, Oregon

Attest: Hope Perry
Recorder of City of Yamhill, Oregon

Duly filed February 15, 1955.

Hope Perry
Recorder of City of Yamhill, Oregon

FORM E-30 20M 9-51 92613

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Jan. 25, 1955

NOTED
Harold [illegible] Avers

SUBJECT: **Base Design Charts**

To: Mr. A. O. Shelton
Division Engineer
Division I
Portland, Oregon

Dear Sir:

Reference is made to the Elm Street Section, of the Yamhill City Street.

Enclosed you will find 2 base design charts prepared from laboratory tests, numbers 355306 and 355307.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

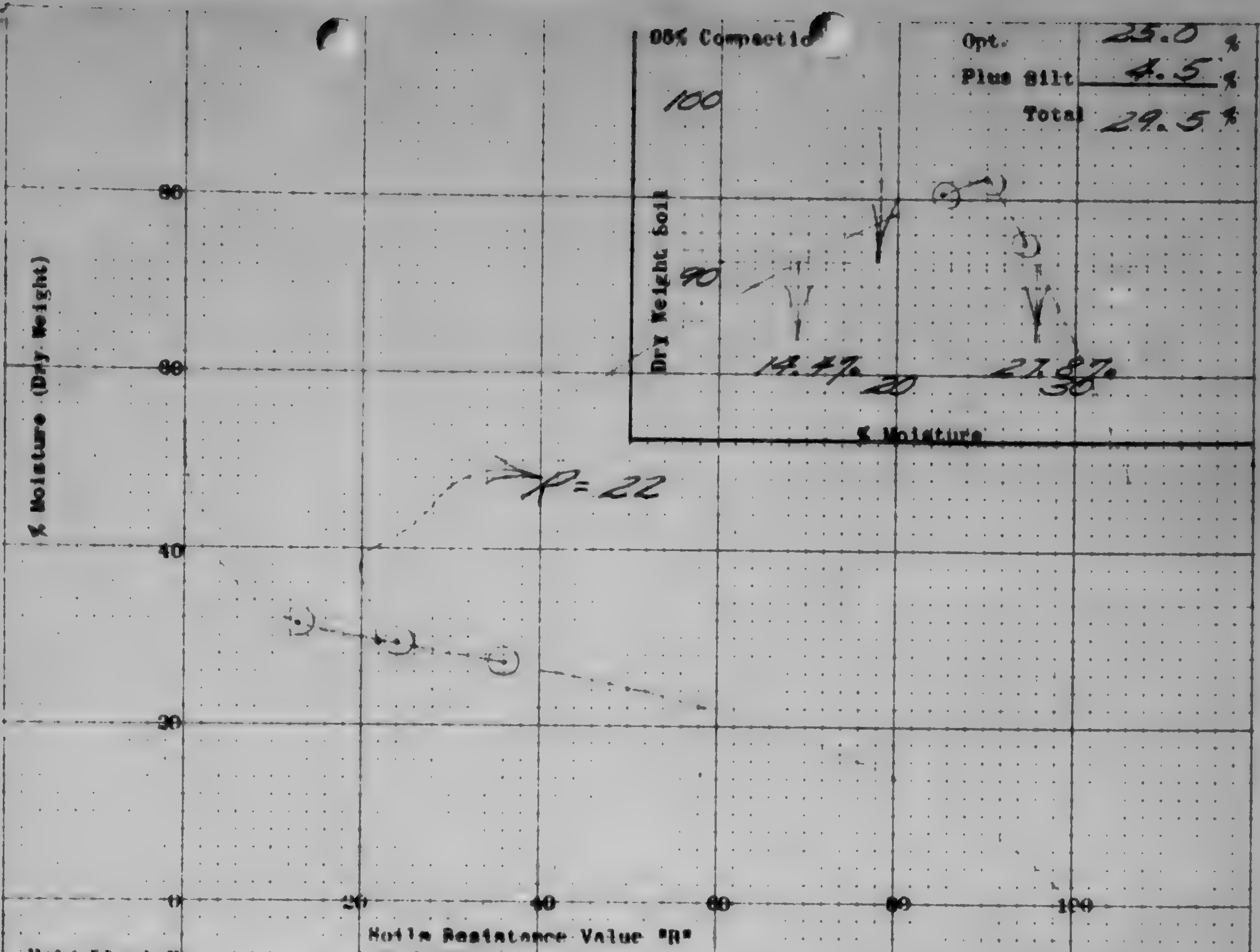
The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc
H. G. Smith
W. C. Broadsell
County and City
J. A. Larson



Opt. 25.0 %
Plus Silt 4.5 %
Total 29.5 %

Data Sheet No A38090
Lab. No. 355306
LL 35
PI 11

Pass 200 Screen 91.0 %
HYDROMETER ANALYSIS:
Particles larger than
2.0 mm 0 %
Coarse Sand 2.0 %
Fine Sand 10.5 %
Silt 36.5 %
Clay 51.0 %
Sg 2.63
Natural Moisture %

NOTE

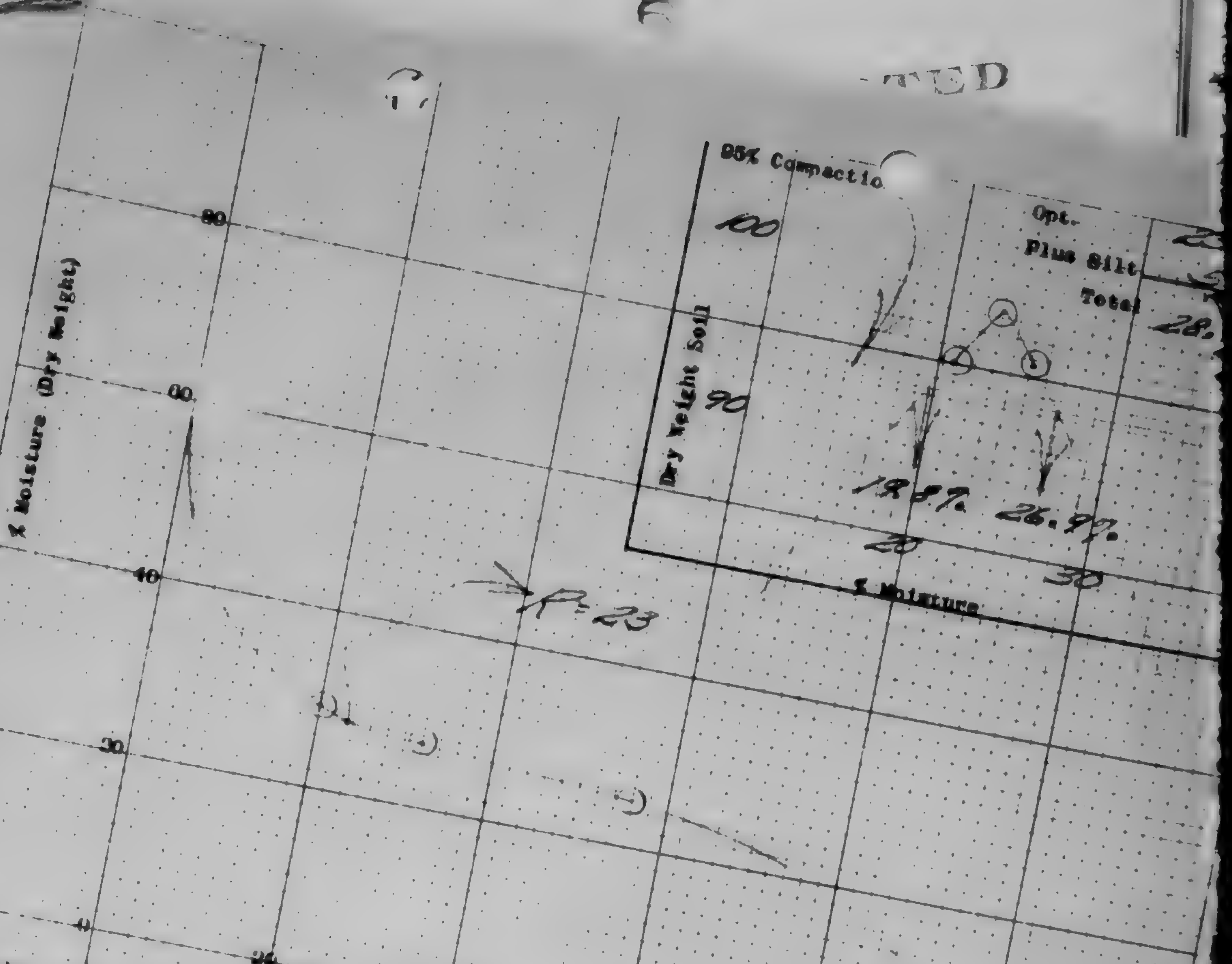
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration

Base & Wear LM Traffic 10.0 "
Minus Rock Reduction —— "
"
Minus Wearing Surface 3.0 "
7.0 "
Plus 25% Increase 2.0 "
Plus Wearing Surface 3.0 "
Total Base & Wear 12.0 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Elm Street
Hwy Yamhill City Sts.
Station 0+50, 14' Lt. of ℄
Depth - 1'-3'
Hole #
To be used - Subgrade
Prefix No. 336-1478
County - Yamhill
Date 1-25-55
Designed by G

CLEARPRINT PAPER CO NO. T3190 10 DIVISIONS PER INCH BOTH WAYS 7.2 X 10 100 DIVISIONS
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1000H



PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1000H

CLEARPRINT PAPER CO. NO. T3190 10 DIVISIONS PER INCH BOTH WAYS 10 X 100 DIVISIONS

Data Sheet No A38091
Lab. No. 355307
LL 34
PI 8
Pass 200 Screen 90.2%
HYDROMETER ANALYSIS
Particles larger than 2.0 mm .6%
Coarse Sand 2.6%
Fine Sand 9.8%
Silt 39.3%
Clay 47.7%
S- 26.3
Natural Moisture %

Base & Wear L-M
Traffic
Minus Rock Reduction 9.5
Minus Wearing Surface —
Plus 25% Increase 3.0
Plus Wearing Surface 6.5
1.5
Total Base & Wear 3.0
11.0

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Elm Street
Hwy Yamhill City St.
Station 4+25, 12' Lt. of E
Depth 1'-3'
Hole #
To be used - Subgrade
Prefix No. 336-1478
County - Yamhill
Date 1-25-55
Designed by G

City of Yamhill
Yamhill, Oregon

NOTED
Harold C. Ayers

December 1[illegible], 1954.

NOTED
J. F. HAGEMANN

To: Mr. John [illegible] Cattrall
Engineer, County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cattrall:

This will acknowledge receipt of your December [illegible] letter enclosing approval of a repaving project for the street between Main and Second Streets, to be undertaken under the special city allocation as applied for March [illegible]; and, will thank the members of the Highway Commission for their consideration in granting it.

The life of this piece of street is [illegible] now than formerly. Without the assistance of this project the street would soon become an unsolvable problem for our city as we would not be able to raise funds locally for its maintenance.

This project is [illegible] and its approval truly appreciated.

Most respectfully,

Hope Perry

Hope Perry
Recorder of City of Yamhill
Yamhill, Oregon

RECEIVED
DEC 17 1954
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
DEC 17 1954
OREGON
STATE HIGHWAY COMMISSION

City of Yamhill
Yamhill, Oregon

December [illegible], 1954.

NOTED
Harold C. Ayers

To: Mr. Harold C. Ayers
Field Engineer, County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Ayers:

We, of the Yamhill City Council, wish to thank you for the favor of your kindly consideration of our application for participation in the 1955 allotment of special city street funds, which allowed the members of the Highway Commission to realize our need and to approve a project for the repaving of [illegible] street between Main and Second.

Trucking on this street is now heavier than formerly, as the [illegible] Company is hauling the entire lumber, chip and sawdust output from the [illegible] Mill.

Without this project the street would soon become an unsolvable problem for our city.

Again, our appreciation.

Most respectfully,

NOTED
J. F. HAGEMANN

Hope Perry
Hope Perry
Recorder of City of Yamhill
Yamhill, Oregon

RECEIVED
DEC 17 1954
ENGINEER
COUNTY & CITY RELATIONS

NOTED
Harold C. Ayers

December 9, 1954

NOTED
V. R. Jones

Miss Hope Perry
City Recorder
Yamhill, Oregon

Dear Miss Perry:

On December 7, 1954, the State Highway Commission approved the project as requested by the City's resolution dated March 8, 1954, to be constructed from the 1955 Special City Allotment fund.

The project as approved is shown on the attached summary. You will be contacted at a later date to work out the details of the project and to negotiate an agreement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm
Att.

3-8-54

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of YAMHILL is an incorporated city of the State of Oregon, and has a population of 539, as given by the latest official census, and

WHEREAS, the following streets of said city, ____________________

Form cc-50 (1953 Rev.)
Special City Allotment

ELM STREET, BETWEEN MAIN AND THIRD (three blocks)

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

ELM STREET, BETWEEN MAIN AND THIRD

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of YAMHILL does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate FRANK VANLOO as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 8TH day of MARCH, 19 54.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

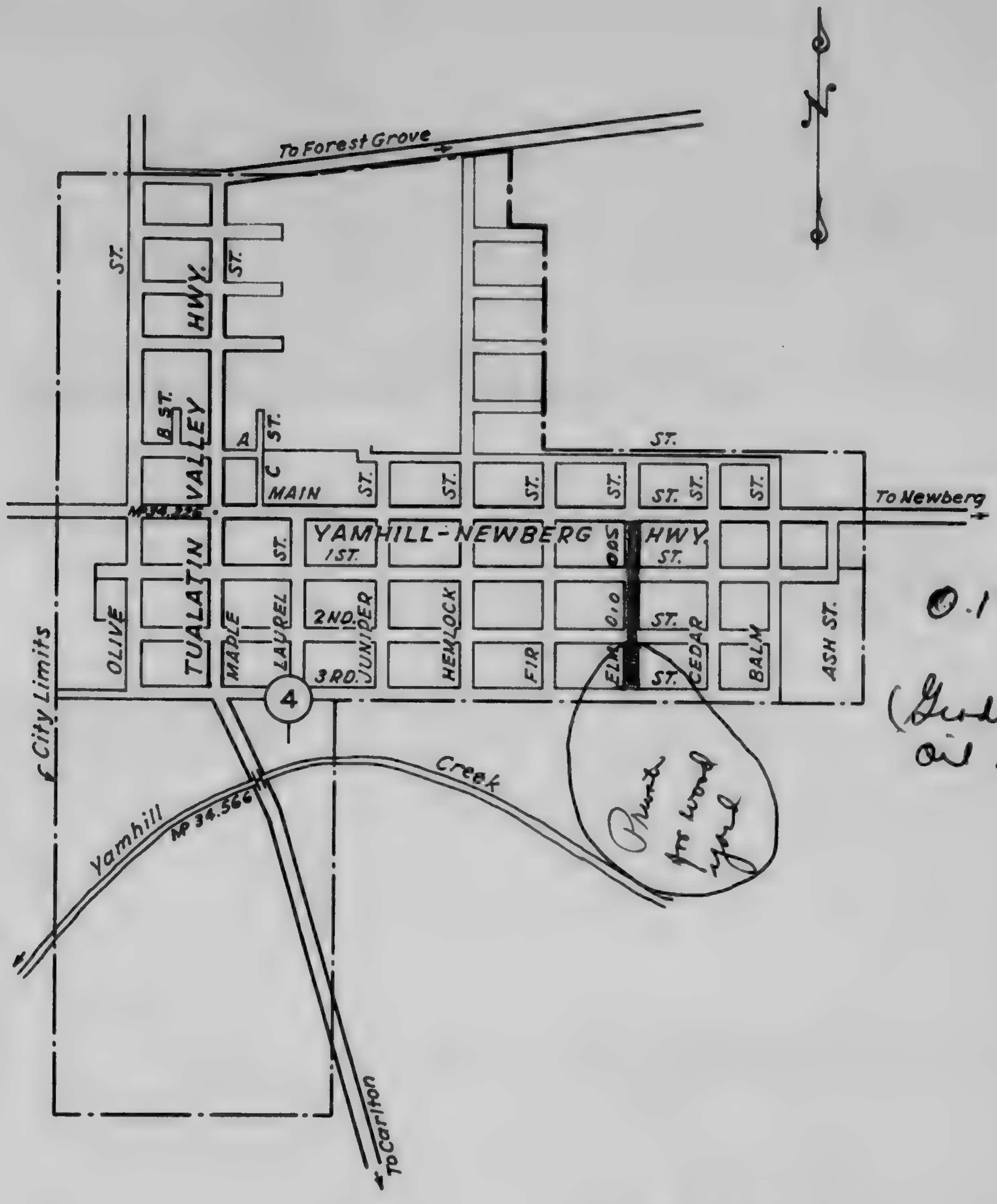
---------- ----------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of YAMHILL at a regular ~~or special~~ meeting of said Council, held on the 8th day of MARCH, 19 54, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 8TH day of MARCH, 19 54

Hope Perry
City Recorder

F



0.10

(Grade 24' new)
Oil 20

YAMHILL

Scale 1"=800'
YAMHILL COUNTY
T.3S., R.4W., W.M.

Rev. 5-17-52

City of Yamhill
Yamhill, Oregon

February 11, 1954.

To: Harold C. Ayers, Field Engineer
County and City Relations
State Highway Department
Salem, Oregon

NOTED
J. W. GATTRALL

Dear Mr. Ayers:

The Yamhill City Councilmen wish to make up an application for participation in the 1955 allocation of Special City Street Funds, and, shall like your help in the matter.

They desire to include two blocks of streets extending east from Maple street (Tualitin Valley Highway) one block of which is adjacent to the high school grounds on the north; the other, A. street, is slightly south of the high school grounds. The two connect around the school buildings by a private school road. Both will be traveled by eight, possibly nine, school busses carrying both grade and high school children for both school and school activities, as well as the general public for local school activities, etc. The north block has but little other traffic; more on the south block.

The other two blocks which they shall like to include are the two between the Yamhill-Newberg Highway and the Gulf Fuel Company plant; now the principal route of the Gulf trucks.

The councilmen will appreciate it very much if you will check these streets when you are through Yamhill some time in the not too distant future, then report as to whether or not, in your judgement, a part or all of these streets might qualify for this state assistance.

They would be most unhappy to loose a chance of aid on the "Gulf" blocks by including the "School" blocks in the application if the "School" blocks would not qualify while the others might; but, would like all to come under if they can.

They thank you hereby for any assistance you may feel free to give.

Most respectfully,

Hope Perry
Hope Perry
Recorder of City of Yamhill
Yamhill, Oregon

RECEIVED
FEB 15 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 15 1954
ENGINEER
[illegible]

S-271(3) Rock Cr.-Damascus Sec., 1955
Clackamas-Boring Co. Rd.
#4382

NOTED
H. S. COX

COUNTY OF CLACKAMAS

DEPARTMENT OF PUBLIC WORKS

Robert Schumacher, Commissioner
Fred Stefani, Commissioner
Thomas Telford, Commissioner

JOHN C. McINTYRE
Director
Phone 656-2641
Ext. 281

902 ABERNETHY ROAD OREGON CITY, ORE. 97045

February 26, 1969

FAS 129

[illegible]
[illegible] Boring
Contracts 4382 + 3950
Projects S-211(2) + (3)

Mr. H. S. Cox, Engineer
City-County Division
Oregon State Highway Department
Salem, Oregon 97310

Dear Sir:

We are in need of making some repairs on Market Road 16 (State Highway 212), which runs from Rock Creek easterly to the town of Boring.

At one time, this was an F.A.S. route and was rebuilt under the direction of the State Highway Department.

We do not have in our files the original construction plans for this section. For this reason, we would request that you send us a copy of all information you have regarding the above-mentioned road.

Sincerely yours,

John C McIntyre

John C. McIntyre
Director of Public Works

JCM:lvs

RECEIVED
FEB 28 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

R/W Maps & Plans
Delivered 3-6-69

NOTED
P. B. Arensmeier

NOTED
MAHOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
DON HARWELL

FAS 129

NOTED
H. S. COX

NOTED
[illegible]ARD UNREIN

January 31, 1967

Mr. Dexter E. Milne
Clackamas County Surveyor
940 Warner Milne Road
Oregon City, Oregon 97045

NOTED
P. B. Arensmeier

Dear Sir:

We are mailing under separate cover, this date, prints of maps showing alignment of the Rock Creek-Damascus and Damascus-Boring Sections of ORE 212, FAS 129 in your County as requested by your letter of January 12, 1967.

In regards to field notes on these sections the following are on file here:

Cross section notes: Damascus-Boring Section.
Cross section notes: Station 10+00--Station 212+00 on the Rock Creek-Damascus Section.
Culvert and Drain pipe notes: Structural excavation, Damascus-Boring Section.
Culvert and Cross section notes: Rock Creek-Section.
Culvert pipe; Drain pipe drainage excavation: Rock Creek-Damascus Section.
General field computation notes: Rock Creek-Damascus Section.
Concrete Road approaches: Rock Creek-Damascus Section.

NOTED
HAROLD
REYNOLDSON

The above notes are available in our office engineering Department. We understand however, that these books are to remain here in the permanent files and are available only for reference or copy.

Please let us know if we can be of further assistance.

Very truly yours,

H. S. Cox
County and City Engineer

By

A'meier
P. B. Arensmeier
Mapping and Records Engineer

PBA:mr

NOTED
R. H. [illegible]

NOTED
MAINOR C. HOLMES

NOTED
HARD UNREIN

COUNTY OF CLACKAMAS

JOHN H. KEELEY
ENGINEER ~~AND SURVEYOR~~

ENGINEER'S & SURVEYOR'S OFFICE

Phone OLive 6-2641

940 WARNER-MILNE RD. OREGON CITY, OREGON 97045

January 12, 1967

City-County Relations Section
Oregon State Highway Dept.
Salem, Oregon

NOTED
P. B. Arensmeier

3129

ATTENTION: Mr. Don Harwell:

Dear Don:

During the early fifties your department completed a F.A.S. project on a section of Market Road 16, also known as State Highway 212, from Rock Creek to Boring.

We have no record of an alignment map ever having been filed with this office for this work, though the need for such a map is apparent.

Mr. Willard Schofield of your Milwaukie section has inquired for us and advises that he has traced the map to City-County Relations. There the trail ends.

Will you inquire further to see if you can find the missing map and obtain a copy for our records?

Yours truly,

Dexter E. Milne

Dexter E. Milne
County Surveyor

RECEIVED
JAN 13 1967
ENGINEER
COUNTY & CITY DIVISION

DEM gl

P.S. Additionally we would like to receive any field notes which may reference the points set during construction of this segment of road.

NOTED
DON HARWELL

Form A-130—1024—9-56

NOTED

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
Harold C. Ayers

[illegible] #382
8-271(2)

RECEIVED
JUN 10 1957

Clackamas County

Oregon City, Oregon

Attn: County Court

Invoice No. 50940

Date June 7, 1957

Your Req. No.

Billing Request No. CC 329

Credit distribution: 503-1051-297

Final billing on Rock Creek-Damascus Section, FAS 129, covered by agreement dated March, 1955.

Original advance deposit	33,400.00	
Less amount previously transferred	28,400.00	
Balance in advance deposit fund		5,000.00
County share totla cost as per attached statement	34,847.57	
Less amount previously transferred	28,400.00	
Balance		6,447.57
Balance Due		11,447.57

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request $ ....

By ....

NOTED
C. G. SWENSON

State Printing 96055

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
V. R. JONES

June 7, 1957

NOTED
Harold C. Ayers

Clackamas County Court
Courthouse
Oregon City, Oregon

NOTED
John F. Hagemann

Gentlemen:

Final costs on the Rock Creek-Damascus Section of FAS 129 are now available and it has been determined that the agreed county share of the costs is $34,847.57 as shown in the attached statement. As the county initially deposited $33,400, a balance of $1,447.57 is due the state. A billing form for this amount will be forwarded from our accounting division within the next few days. Please make payment upon receipt of this billing form.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

Completed 6/2?/57

ITEMIZED STATEMENT OF FINAL COSTS

OREGON STATE HIGHWAY DEPARTMENT

Contract No. 4382 Date 6/?/57

County Clackamas

FAS 129 Section Rock Creek-Damascus

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Clearing & grubbing	all	$4,500.00	100%	$ 4,500.00
2. Drainage excavation, unclass.	c.y.	2.00	437.72	875.44
3. General "	c.y.	0.38	44,315.1	17,[illegible].74
4. Short overhaul	yd. sta.	0.01	146,938	1,469.38
5. Long "	C-yd. sta.	0.40	8,944.21	3,577.68
6. Finishing roadbed & slopes	mile	[illegible].00	3.63	2,48[illegible]
7. Rounding cutbanks	l.f.	0.18	7,044	1,267.92
8. 12" c.m.p.	l.f.	2.4[illegible]	[illegible],761	3,[illegible].2[illegible]
9. 18" c.m.p.	l.f.	3.2[illegible]	1,[illegible]74	3,4[illegible].5[illegible]
10. 24" c.m.p.	l.f.	5.10	44	~~244.40~~ 224.40
12. 8" perf. metal drain pipe	l.f.	1.8[illegible]	534	[illegible]37.[illegible]
13. Special backfill in drains	c.y.	5.00	[illegible]	33[illegible]
14. Metal guardrail	l.f.	2.40	1,031	2,474.40
15. Crusher-run mat'l. in base	c.y.	2.05	17,[illegible]08.5	4[illegible],[illegible].43
16. 3/4"-0 mat'l. in base & shldrs.	c.y.	2.3[illegible]	8,417	1[illegible],[illegible]
17. Sprinkling	M gal.	2.[illegible]	59[illegible].7	[illegible].[illegible]2
18. Preparation of base	mile	2[illegible].00	1.45	[illegible]
21. Class B asph. concrete	ton	[illegible].25	5,[illegible].4	53,70[illegible]
23. Extra for asph. conc. rd. apprchs.	each	28.00	104	2,912.00
PA1 6" metal drain	l.f.	1.15	[illegible]3	[illegible]1.[illegible]4
PA2 RC-1 emuls. in top coat	ton	7[illegible].[illegible]	14.1	[illegible]37.[illegible]
PA3 Purchase excess 8" perf. metal drain pipe, uncoated	l.f.	1.24	130	161.20
				1,[illegible].59
				$154,3[illegible].33
Force Account				54.[illegible]
Subtotal				
Furnish & place sight posts				
Transfer of cost of pipe purchased under PA#3				161.20 CREDIT
Construction Engineering				20,433.[illegible]
TOTAL CONSTRUCTION COSTS..........				$174,0[illegible].14
FEDERAL FUNDS COLLECTED FOR PROJECT..........				$104,[illegible].00

AGREED COUNTY SHARE OF TOTAL COSTS
(50% of difference between total costs and Federal funds)
($174,03[illegible].14 - $104,[illegible]) x 1/2 = $34,947.57
Less County Advance Deposit = 33,500.00

BALANCE DUE STATE................ $ 1,447.57

JFB:mm

State: Oregon

4-25-57 Project No: S-271(3)

MODIFICATION OF PROJECT AGREEMENT

The project agreement heretofore entered into on the 20th day of June, 1955, between the Commissioner of Public Roads and the Oregon State Highway Commission for the construction of Oregon Project S-271(3), is hereby modified to change the approved estimate of cost to $169,445.00 and the Federal funds set aside to the credit of the project to $105,000.00, which does not exceed the authorized Federal pro rata share of the approved estimated cost.

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Dated this 25th day of April, 195~~6~~7.

OREGON STATE HIGHWAY COMMISSION

By: ______________________
Chairman, State Highway Commission

By: ______________________
Member, State Highway Commission

By: ______________________
Member, State Highway Commission

RECOMMENDED FOR APPROVAL:

____
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By: C G Polk
District Engineer
U.S. Bureau of Public Roads

Oregon State Highway Department

Federal Aid Secondary
Project No. S-271(3)

ROCK CREEK-DAMASCUS SECTION OF THE
CLACKAMAS-BORING ROAD IN CLACKAMAS COUNTY

(Revised Estimate as a basis for modified Project Agreement. Based on final construction quantities and price agreement, etc.)

Salem, Oregon, March 15, 1957

Type Code 6201
Roadway (Sta. 10+00 to Sta. 212+00)(Contract No. 4382)

All Required	Clearing and Grubbing	$	$ 4,500.00
438 cu. yds.	Drainage Excavation, Unclassified	2.00	876.00
44,815 cu. yds.	General Excavation, Unclassified	0.38	17,029.70
140,838 yd. sta.	Short Overhaul	0.01	1,408.38
8,944 C-y.sta.	Long Overhaul	0.40	3,577.60
3.83 miles	Finishing Roadbed and Slopes	650.00	2,489.50
7,044 lin. ft.	Rounding Cutbanks	0.18	1,267.92
1,761 lin. ft.	12-inch Corrugated Metal Pipe	2.25	3,962.25
1,074 lin. ft.	18-inch Corrugated Metal Pipe	3.25	3,490.50
44 lin. ft.	24-inch Corrugated Metal Pipe	5.10	224.40
534 lin. ft.	8-inch Perforated Metal Drain Pipe	1.85	987.90
56 cu. yds.	Special Backfill in Drains	6.00	336.00
1,031 lin. ft.	Metal Guard Rail	2.40	2,474.40
19,689 cu. yds.	Crusher-run Material in Base	2.08	40,953.12
4,417 cu. yds.	3/4" - 0 Material in Base & Shoulders	2.30	10,159.10
300 M-gals.	Sprinkling	2.60	780.00
1.45 miles	Preparation of Base	200.00	290.00
8,604 tons	Class "B" Asphaltic Concrete	6.25	53,775.00
104 only	Extra for Asphaltic Concrete Road Approaches	28.00	2,912.00
	Extra Work Order #2		
All Required	Install and Backfill 36-inch Corrugated Metal Pipe		136.69
	Extra Work Order #4		
All Required	Construct Concrete Wing Walls and Place 24-inch Corrugated Metal Pipe		1,316.52
	Price Agreement #1		
98 lin. ft.	Extend 6-inch Metal Drain Pipe	1.18	115.64
	Price Agreement #2		
14 tons	Furnish and Place RS-1 Emulsified Asphalt in Fog Coat	70.00	980.00
		Subtotal	$154,042.62
		10% Engr. & Cont.	15,402.38
		Total	$169,445.00

Length of Roadway 3.834 Miles
Cost of Roadway Per Mi. $44,195.35

Federal Funds..	$105,000.00
State Funds..	32,222.50
County Funds..	32,222.50
	$169,445.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Clackamas County with the Highway Department.

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

46

State [illegible]gon
County Clackamas
Project No. S-271(3)

42×2

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 20th day of June, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 11th day of March, 1954, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 3.834 miles of grading, draining and 2-lane high type pavement
(Character of work)

between Clackamas and Boring
(Control points)

consisting of 3.834 miles of roadway and no (Number) bridges xxxxxxxxxxxxxxxxxxxxxx lxxxx

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of ninety-seven thousand, eight hundred and 00/100 dollars ($ 97,800.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one hundred sixty-two thousand, nine hundred thirty-seven and 50/100 dollars ($ 162,937.50).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title)

By Chas H Reynolds

Member, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By

Division Engineer, Bureau of Public Roads

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest

SECRETARY

—32551

RECEIVED

Oregon State Highway Department

Federal Aid Secondary
Project No. S-271 (3)

ROCK CREEK-DAMASCUS SECTION OF THE CLACKAMAS-BORING ROAD IN CLACKAMAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 21, 1955

Type Code 6201
Roadway (Sta. 10+00 to Sta. 212+00) (Contract No. 43[illegible]2)

All Required	Clearing and Grubbing	$	$ 4,500.00
540 cu. yds.	Drainage Excavation, Unclassified	2.00	1,080.00
51,500 cu. yds.	General Excavation, Unclassified	0.38	19,570.00
135,000 yd. sta.	Short Overhaul	0.01	1,350.00
13,000 C-yd.sta.	Long Overhaul	0.40	5,200.00
3.83 miles	Finishing Roadbed and Slopes	650.00	2,489.50
10,000 lin. ft.	Rounding Cutbanks	0.18	1,800.00
2,000 lin. ft.	12-Inch Corrugated Metal Pipe	2.25	4,500.00
860 lin. ft.	18-Inch Corrugated Metal Pipe	3.25	2,795.00
20 lin. ft.	24-Inch Corrugated Metal Pipe	5.10	102.00
15 lin. ft.	15-Inch Concrete Pipe	2.50	37.50
500 lin. ft.	3-Inch Perforated Metal Drain Pipe	1.85	925.00
80 cu. yds.	Special Backfill in Drains	6.00	480.00
1,060 lin. ft.	Metal Guard Rail	2.40	2,544.00
17,400 cu. yds.	Crusher-run Material in Base	2.08	36,192.00
4,000 cu. yds.	3/4" - 0 Material in Base and Shoulders	2.30	9,200.00
540 M-gal.	Sprinkling	2.60	1,404.00
1.58 mile	Preparation of Base	200.00	316.00
200 cu. yds.	3/4" - 0 Material in Binder Course	4.00	800.00
30 tons	RC-3 Asphalt in Binder Course	48.00	1,440.00
7,600 tons	Class "B" Asphaltic Concrete	6.25	47,500.00
12 tons	RS-1 Asphalt in Tack Coat	50.00	600.00
100 only	Extra For Asphaltic Concrete Road Approaches	28.00	2,800.00
	Subtotal		$148,125.00
	10% Engr. & Cont.		14,812.50
	Total		$162,937.50

Length of Roadway 3.834 Miles
Cost of Roadway Per Mile $42,498.04

Federal Funds..	$ 97,800.00
State Funds..	32,568.75
County Funds..	32,568.75
	$162,937.50

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds For Maint.: Chap. 529, Laws 1939.

Note: Necessary cash has been deposited by Clackamas County with the Highway Department.

Form PR 2 (Revised 1950)

State Oregon

Project No. F-300(9)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of April, 1957, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of October, 1956, a program, which was approved on the 17th day of October, 1956, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 24th day of October, 1956, and the sum of sixty five thousand, and 00/100 dollars ($65,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

Article II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 385+17 and 386+97 and at Station 503+24.08, southwest and south of Sheridan, respectively, length 0.034 miles, in Yamhill County, being Oregon project No. F-300(9), consisting of 0.000 miles of roadway and two bridges, each of more than 20 feet clear span, 0.034 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of sixty five thousand, and 00/100 dollars ($65,000.00), which does not exceed the authorized Federal pro rata share of one hundred six thousand, one hundred eighty six and 85/100 dollars ($106,186.85), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Oregon State Highway Department

Federal Aid
Project No. F-300(9)

MILL CREEK BRIDGE AND SHERIDAN UNDERCROSSING
ON THE SALMON RIVER HIGHWAY IN YAMHILL COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 18, 1957

Type Code X021
Mill Creek Bridge (Sta. 385+17 to Sta. 386+97) (Contract No. 4834)

160 cu. yds.	Structural Excavation	$10.00	$ 1,600.00
200 lin. ft.	Furnish Steel Pile Shells	4.50	900.00
8 only	Drive Steel Pile Shells	75.00	600.00
353 cu. yds.	Class "A" Concrete	68.00	24,004.00
75,500 lbs.	Metal Reinforcement	0.135	10,192.50
50 lin. ft.	8-inch Metal Drain Pipe	4.00	200.00
			$ 37,496.50

Type Code X721
Sheridan Undercrossing (Sta. 503+24.08) (Contract No. 4834)

375 cu. yds.	Structural Excavation	$ 6.00	$ 2,250.00
220 lin. ft.	Furnish Steel Pile Shells	4.50	990.00
8 only	Drive Steel Pile Shells	75.00	600.00
527 cu. yds.	Class "A" Concrete	65.00	34,255.00
140,000 lbs.	Metal Reinforcement	0.135	18,900.00
60 lin. ft.	8-inch Metal Drain Pipe	4.00	240.00
212 sq. yds.	Concrete Slab Riprap	8.50	1,802.00
			$ 59,037.00

Subtotal	$ 96,533.50
10% Engr. & Cont.	9,653.35
Total	$106,186.85

Length of 2 Structures 0.034 Mile

Federal Funds..	$ 65,000.00
State Funds..	41,186.85
	$106,186.85

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid Project
No. F-300(9)

MILL CREEK BRIDGE AND SHERIDAN UNDERCROSSING

ON THE SALMON RIVER HIGHWAY IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 23, 1956

Type Code XD21
Mill Creek Bridge (Sta. 385+17 to Sta. 386+97)

160 cu. yds.	Structural Excavation	$10.00	$ 1,600.00
200 lin. ft.	Furnish Steel Pile Shells	6.00	1,200.00
8 only	Drive Steel Pile Shells	100.00	800.00
353 cu. yds.	Class "A" Concrete	70.00	24,710.00
75,500 lbs.	Metal Reinforcement	0.14	10,570.00
50 lin. ft.	8-inch Metal Drain Pipe	4.00	200.00
			$ 39,080.00

Type Code X721
Sheridan Undercrossing (Sta. 503+24.08)

375 cu. yds.	Structural Excavation	$ 6.00	$ 2,250.00
220 lin. ft.	Furnish Steel Pile Shells	6.00	1,320.00
8 only	Drive Steel Pile Shells	100.00	800.00
527 cu. yds.	Class "A" Concrete	70.00	36,890.00
140,000 lbs.	Metal Reinforcement	0.14	19,600.00
60 lin. ft.	8-inch Metal Drain Pipe	4.00	240.00
212 sq. yds.	Concrete Slab Riprap	10.00	2,120.00
			$ 63,220.00

Subtotal	$102,300.00
10% Engr. & Cont.	10,230.00
Total	$112,530.00

Length of 2 Structures 0.034 Mile

Federal Funds -	$ 69,000.00
State Funds -	43,530.00
	$112,530.00

Oregon State Highway Department

Federal Aid Project
No. F-300(9)

HILL CREEK BRIDGE AND SHERIDAN UNDERCROSSING

ON THE SALMON RIVER HIGHWAY IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 23, 1956
2

Type Code X021
Hill Creek Bridge (Sta. 385+21 to Sta. 386+97)
17

160 cu. yds.	Structural Excavation	$ 10.00	$ 1,600.00
200 lin. ft.	Furnish Steel Pile Shells	6.00	1,200.00
8 only	Drive Steel Pile Shells	100.00	800.00
353 cu. yds.	Class "A" Concrete	70.00	24,710.00
75,500 lbs.	Metal Reinforcement	0.14	10,570.00
50 lin. ft.	8-inch Metal Drain Pipe	4.00	200.00
			$ 39,080.00

Type Code X721
Sheridan Undercrossing (Sta. 593+24.08)

375 cu. yds.	Structural Excavation	$ 6.00	$ 2,250.00
220 lin. ft.	Furnish Steel Pile Shells	6.00	1,320.00
8 only	Drive Steel Pile Shells	100.00	800.00
527 cu. yds.	Class "A" Concrete	70.00	36,890.00
140,000 lbs.	Metal Reinforcement	0.14	19,600.00
60 lin. ft.	8-inch Metal Drain Pipe	4.00	240.00
212 sq. yds.	Concrete Slab Riprap	10.00	2,120.00
			$ 63,220.00

Subtotal	$102,300.00
10% Engr. & Cont.	10,230.00
Total	$112,530.00

Length of 2 Structures 0.033 mile
0.0341

Federal Funds - $ 69,000.00
State Funds - 43,530.00

$112,530.00

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

(date)
February 28, 1957

(CONTRACT NO.) 4382

(EST. NO.) 15-Post-final

(CONTRACTOR) K. F. Jacobsen and Company, Inc.

(VOUCHER NO.) 4082

(WARRANT NO.) H-174442

(AMOUNT) $ 616.69

(DATE) 2/28/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1955

Time Extensions: to June 21, 1956

Completion Date: June 21, 1956

Date Accepted: July 12, 1956

Penalties: None of record

Claims: There are two claims filed against this contract aggregating app. $415.

Remarks:

Date: 3-4-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:
MAR 4 1957
Ruth Rawlings

NOTED ON CARD

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 28, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4382	14-Final	K. F. Jacobsen and Company, Inc.
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) (DATE)
4081	H-174441	$ 7,243.49 2/28/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1955

Time Extensions: to June 21, 1956

Completion Date: June 21, 1956

Date Accepted: July 12, 1956

Penalties: None of record

Claims: There are two claims filed against this contract aggregating approximately $415.

Remarks:

Date: 3-4-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 4 1957
Ruth Rawlings

NOTED ON CARD

RECEIVED
FEB 7 1957
FOR FILING
S 271(3)
4382

February 6, 1957

M. L. O'Neil & Son
Box 126
Mission, Texas

Attention: Mr. Robert J. O'Neil

Gentlemen:

Contract No. 4382, awarded to K. F. Jacobsen & Co., Inc., Portland, was completed June 21, 1956. A final estimate was mailed to the contractor on August 14, 1956 and a post-final estimate on November 15, 1956. Neither of these estimates has been returned, consequently the final payment in the amount of approximately $7,860 has not yet been made.

This is in reply to your letter of February 4.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

M . O'NEIL ★ CITR GROWERS ★ BOX 1 ★ MISSION, TEXAS

"The Finest Grown"
Pink Grapefruit

M. L. O'NEIL & SON, CONTRACTORS
M. L. O'NEIL -:- ROBERT J. O'NEIL
375 HORN LANE ★ TELEPHONE 5-4841
EUGENE, OREGON

Highest Quality
White Grapefruit

Post Office Box 126
Mission, Texas
February 4, 1957

Oregon State Highway Department.
State Highway Building
Salem, Oregon

Dear Sirs.

We M. L. O'Neil & Son had a sub-contract With K. F. Jacobsen & Co. Inc. of Portland Ore. during Summer 1955, Contract No. 4382 Rock Creek - Damascus section of the Clackamas-Boring Road in Clackamas County,

Please send us information as to when final Payment was made on this Contract or if it has been Payed yet.

Thank you

M. L. O'Neil & Son
by Robert J. O'Neil
Box 126
Mission. Texas

REFERRED TO
[illegible]
BY SECRETARY
[illegible]

RECEIVED
FEB 5 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 19 1956
FOR FILING

[illegible]
4382

Lewis B

January 18, 1957

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

Attached are copies of two claims which have been filed with the Secretary of State by John M. Johnson for dump truck hauling, against K. F. Jacobsen & Co., Inc. One of these claims is in the sum of $236.70 and pertains to our contract No. 4382 for work on the Rock Creek-Damascus Section of the Clackamas-Boring Road in Clackamas County. The other claim is in the sum of $175.75 pertaining to contract No. 4465 for grading and paving the Oatfield County Road.

We provide this information as your Company appears as Surety on the Performance Bonds furnished with these two contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc K. F. Jacobsen & Co., Inc.
1208 N. River Street
Portland 12, Oregon

NOTED ON CARD

NOTICE OF CLAIM

TO: the STATE OF OREGON

Per State Highway Commission:

Notice is hereby given that the undersigned claimant has a claim for dump truck hauling of road material between September 20, 1955 and October 13, 1955 in the sum of Two hundred thirty-six 70/100 dollars ($236.70) (being 421.20 earned less 184.50 received of K F Jacobsen & Co., Inc. by way of wages), against the bond (#4382) taken from Warren L. Brown and/or K F Jacobsen & Co., Inc, Principal, and Great American Indemnity Co., Surety, for the work of road surfacing or grading on the Rock Creek project, Clackamas County, Oregon.

December 29, 1955.

John M Johnson
Claimant

(NB: Foregoing 421.20 being part of $761.70 total earned on this
(and Oatfield Road project; 184.50 being part of $349.25 ad-
(vanced on both jobs to claimant.

STATE OF OREGON (
County of Multnomah.) ss

I, JOHN M. JOHNSON, being first duly sworn, upon my oath depose and say that I am the claimant in the foregoing Notice of Claim and that the same is true as I verily believe.

John M Johnson

Subscribed and sworn to before me this 29th day of December, 1955.

E M Sawyer
Notary Public for Oregon
My commission expires: 12/12/57

[illegible]

FILED
JAN 6 1956
EARL T. NEWBRY
SECRETARY OF STATE

NOTICE OF CLAIM

TO: the STATE OF OREGON
Per State Highway Commission:

Notice hereby is given that the undersigned claimant has a claim for dump truck hauling of road material between September 20, 1955 and October 13, 1955 in the sum of One hundred seventy-five 75/100 ($175.75) (being 340.50 earned less 164.75 received of K F Jacobsen & Co., Inc. by way of wages) Dollars, against the bond (#4465) taken from Warren L. Brown and/or K F Jacobsen & Co., Inc, Principal, and Great American Indemnity Co., Surety, for the work of road surfacing or grading on the Oatfield Road project, Clackamas County, Oregon.

December 29, 1955.

John M Johnson
Claimant

(NB: Foregoing 340.50 being part of $761.70 total earned on
(this and Rock Creek project; 164.75 received being part of
($349.25 advanced on both jobs to claimant.

STATE OF OREGON)
County of Multnomah.)ss

I, JOHN M. JOHNSON, being first duly sworn, upon my oath depose and say that I am the claimant in the within entitled Notice of Claim and that the same is true as I verily believe.

John M Johnson

Subscribed and sworn to before me this 29th day of December 1955.

E. M. Sawyer
Notary Public for Oregon
My commission expires: 12/12/57

RECEIVED
SEP 17 1956
FOR FILING

S-3-71 (3)

4382

September 14, 1956

Peck Brothers
SW 13th at Taylor
Portland 5, Oregon

ATTENTION: B. L. Cornwell
Assistant Manager

Dear Sir:

State Highway contract #4382 awarded to K. F. Jacobsen & Company, Inc., for grading and paving the Rock Creek-Damascus Section of the Clackamas-Boring Road in Clackamas County was completed June 21 and accepted by the Highway Commission on July 12, 1956.

The total contract amount is $153,742.64.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:de

SERVICE Peck Brothers

HOME OFFICE
S. W. THIRTEENTH AT TAYLOR - PHONE CA - 8-2176
PORTLAND 5, OREGON
BRANCHES IN - BEND - EUGENE - MEDFORD - SALEM - ROSEBURG, OREGON
LONGVIEW, WASHINGTON

MERCHANDISERS OF OUTSTANDING
AUTOMOTIVE PRODUCTS
Pennsylvania Tires
Willard
ARMSTRONG TIRES
P & C TOOLS
WINSLOW FILTERS
O T C TOOLS AND OTHER
AUTOMOTIVE ACCESSORIES

"A BUSINESS BUILT ON SERVICE"

September 13, 1956

Oregon State Highway Department
Salem, Oregon

Attention: H. B. Glaiszer, Secretary

Gentlemen:

Would you please advise if contract number 4382 on the Rock Creek & Damascus, on which K. F. Jacobson & Company, Inc. Portland, Oregon was prime contractor, has been completed and accepted by the Highway Commission. We are enclosing a self-addressed, stamped envelope for the convenience of your reply.

Yours very truly,

PECK BROTHERS

B. L. Cornwell
Assistant Manager

BLC:c

REFERRED TO
BY SECRETARY

RECEIVED
SEP 14 1956
OREGON
STATE HIGHWAY COMMISSION

A

RECEIVED
AUG 23 1956
FOR FILING

S.271(3)
4382

August 22, 1956

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4382 for work performed on the Rock Creek-Damascus Section of the Clackamas-Boring Road in Clackamas County was completed by the contractor, K.F. Jacobsen & Co.,Inc. on June 21 and was formally accepted by the Highway Commission on July 12, 1956.

Final payment in the amount of $7,243.49 will be released to the contractor on or after September 1, 1956. The total contract amount is $153,742.64, of which amount $1,655.58 represents force account items.

There is a claim filed against this contract by John M. Johnson for dump truck hauling in the amount of $236.70, and another claim filed by Peck Brothers against Warren L. Brown, dba Construction Hauling Co.,Subcontractor, for truck tires in the amount of $178.68, of which you have been previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
JUL 27 1956
FOR FILING

S-271 (3)

4382

July 27, 1956

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to K.F. Jacobsen & Co.,Inc. on contract No. 4382, covering the Rock Creek-Damascus Section of Clackamas-Boring Road in Clackamas County. This payment, in the amount of $9,630.95, will be released to the contractor on or after August 6, 1956.

There is a claim against this contract filed by John M. Johnson for dump truck hauling in the sum of $236.70, and another claim against the Construction Hauling Co., subcontractor, for truck tires in the sum of $309.76, of which you have been previously notified.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
JUL 20 1956
FOR FILING

S-271(3)

4382

July 20, 1956

K. F. Jacobsen & Co., Inc.
1208 N. River Street
Portland 12, Oregon

Gentlemen:

The State Highway Commission at its meeting on July 12 had under discussion your request for an extension of time from September 30, 1955 to July 1, 1956 within which to complete your contract No. 4382, for grading and paving on the Rock Creek-Damascus Section of the Clackamas-Boring Road in Clackamas County.

We are pleased to inform you that the State Highway Commission granted your request to and including June 21, 1956, the actual completion date of the contract. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for your failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Shelton,
Division Engineer

James Don,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
JUL 2 1956
FOR FILING

S-271(3)

4382

June 29, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 21, 1956 on Contract No. 4382, Rock Creek-Damascus Section, in Clackamas County, in connection with Federal Aid Project No. S-271(3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

[illegible]

cc: John Cattrell

RECEIVED
JUN 29 1956
FOR FILING

S-271-(3)

4382

June 29, 1956

Oregon State Highway Commission

Request for extension of time
No. 8
July 12 and 13 meeting

Gentlemen:

Herewith a request from the E. F. Jacobsen & Company, Inc., for an extension of time on the Rock Creek-Damascus Contract No. 4382, from September 30, 1955 to July 1, 1956.

By the specified completion date, the contractor had completed the majority of the base, but was unable to complete the top course because of inclement weather. The road was in such shape that it could be used by traffic without undue inconvenience or delay.

This project was actually completed on June 21, 1956, and I recommend an extension of time to and including that date without penalty.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

cc Mr. Forrest Cooper

EAPOf fn

Form [illegible] A

O[illegible]ON STATE HIGHWAY DEPARTM

S-271 (3) **Field Engineer's Weekly Report**

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 23, 1956

Section Rock Creek - Damascus

Kind of work Grading & Paving

Highway Clackamas - Boring Co. Rd.

Section prefix 503-1051

Contractor K.F. Jacobsen & Co., Inc.

Contract number 4382

Date of contract 3-8-55, 19

Date of completion 9-30-55, 19

Date work started 4-4-55, 19

Estimated date of completion 7-1-56, 19

Project authorization $167,045.63

Exclusive of Engineering $155,166.83

Per cent of time elapsed 229.6 %

Estimated cost of completed project, exclusive of engineering $152,510.08

Estimated per cent overrun or underrun 2.25 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $11,878.80

Engineering cost to date $18,300, 154.0 %

Date project was completed 6-21, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed painting guard rail this week.

All field work and office work completed except for semi-final, which awaits action by contractor on submitting an E.W.O. bill and collecting some oil invoices. Impatiently waiting for same.

NOTED
FORREST COOPER

NOTED
L. H. Young

RECEIVED
JUN [illegible]

Signed James Don

Address Portland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing [illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.83	3.83			3.83
Miles partially completed					
Miles completed	3.83	3.83			3.83
Total estimated quantities (contract)	51,000	21,400			7600
Total quantities corrected to date	44,815	23,033			8602
Estimated quantities moved or placed to date	44,815	23,033			8602
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	4				

Men	3
Supervision	1
en and trucks under 3 tons	
en and trucks over 3 tons	
Men and tractors	

quipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
nday			
onday	Showers		
uesday	"		
ednesday	Cloudy		
hursday	Fair		
iday	Cloudy		
turday			

RECEIVED
APR 6 - 1956
FOR FILING

S-271(3)
4382

Mrs. Lewis
Index cards

April 4, 1956

COPY

Great American Indemnity Company
Oregon Service Office
409 Failing Building
Portland, Oregon

NOTED
FLOYD QUERY

Attention: Mr. W. H. Gardner, Superintendent

Gentlemen:

Thanks very much for your letter of April 2nd in regard to Warren L. Brown, dba Construction Hauling Company and the amount of $309.76 that he owes to us. According to our records $131.08 of the total amount owing covers one 1000 x 20 truck tire and two 1000 x 20 truck tubes that were purchased by Mr. Brown for equipment being used on the Oatfield Road Job No. 4465, and $178.68 covers two 900 x 20 truck tires and two 900 x 20 truck tubes purchased by Mr. Brown for equipment being used on the Rock Creek Damascus Job No. 4382.

We are very sorry not to have answered your letter of February 17th, but we have been endeavoring to contact Mr. Brown, but to date have not been successful and the balance of $309.76 is still outstanding.

Yours very truly,

PECK BROTHERS

B. L. Cornwell
Assistant Manager

RECEIVED
APR 5 1956
OREGON
STATE HIGHWAY COMMISSION

BLC:djl
✓ cc: Oregon State Highway Department, Salem, Oregon
Attention: H. B. Glaisyer
cc: K. F. Jacobson and Co., Inc.

NOTED ON CARD

RECEIVED
APR 6 - 1956
FOR FILING

S-271(3)
4382

COPY FROM
GREAT AMERCIAN
INDEMNITY CO.
NEW YORK
409 Failing Bldg.
Portland, Oregon

9

April 2nd, 1956

Peck Brothers
S. W. 13th Ave. at Taylor St.
Portland 5, Oregon

Gentlemen:

On February 17th, 1956, I addressed a letter to you acknowledging receipt of your letter of February 15th addressed to the "State of Oregon Highway Department", wherein you advised that Warren L. Brown was indebted to you in the amount of $309.76, for truck tires purchased by him allegedly for use on the Rock Creek and Damascus Job No. 4382 and Oatfield Road Job No. 4465. You advised that Mr. Brown was a subcontractor of K. F. Jacobsen & Company, Inc. In my letter I requested that you advise us which part of the total sum applied to each job.

Having not received a response to my letter of February 17th, and having had no further word from you, I assume that Mr. Brown has paid the money you declared he owed you. If I am incorrect in this assumption, please immediately advise me.

Yours very truly,

W. H. Gardner, Superintendent
Oregon Claim Department

WHG/lb

cc: H. B. Glaisyer
Oregon State Highway Dept.

RECEIVED
FEB 23 1956
FOR FILING

5-271(3)
4382

February 27, 1956

Great American Indemnity Company
Oregon Service Office
409 Failing Building
Portland, Oregon

Attention: Mr. W. H. Gardner

Re: Contracts 4382 and 4465

Gentlemen:

This office has not received any notification concerning the payment of claims of Mr. John M. Johnson against these two contracts other than your letter of February 23, 1956.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

Great American Indemnity Company
New York

W. H. GARDNER,
CLAIM SUPERINTENDENT
J. L. GRIFFITH,
RESIDENT ENGINEER, PACIFIC NORTHWEST

OREGON SERVICE OFFICE
409 FAILING BUILDING
CAPITOL 7-2678
PORTLAND, OREGON

February 23, 1956

Mr. Herbert Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Re- Road Contracts
Nos. 4382 and 4465
K. F. Jacobsen Co., Inc., Contractor
John M. Johnson, Claimant

We recently received copies of claims filed with the Highway Commission by Mr. Johnson for work done upon Rock Creek-Damascus Section of the Clackamas-Boring Road and upon the Oatfield County Road, both of which, I believe, are in Clackamas County, Oregon.

We have been following the matter in our office diary and are now advised by Mr. Jacobsen's office manager that all of Mr. Johnson's claims have been paid in full. If this is not confirmed by your records, will you please advise us?

Very truly yours,

W H Gardner

W. H. Gardner, Supt.
Oregon Claim Department
mB

WHG/B

REFERRED TO [illegible]
BY SECRETARY

RECEIVED
FEB 24 1956
OREGON
STATE HIGHWAY COMMISSION

Ferris

RECEIVED
MAR 20 1956
FOR FILING

S-244 (3)
4382

February 20, 1956

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

A letter has been received from Peck Brothers, S. W. Thirteenth at Taylor, Portland 5, stating that Warren L. Brown, dba Construction Hauling Company, owes them the sum of $309.76 for truck tires furnished on Contract No. 4382 for grading and paving the Rock Creek-Damascus section of the Clackamas-Boring Road and on Contract No. 4465 for grading and paving the Park Avenue-Gladstone section of the Oatfield County Road, Clackamas County. They do not advise as to how much of the total is applicable to each of these contracts.

K. F. Jacobsen & Company, Inc., is the principal contractor on both of these jobs and apparently Mr. Brown was operating as a subcontractor.

We provide this information as your company appears as surety on the performance bonds furnished with these two contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:eu

cc: K. F. Jacobsen & Co.
1208 N. River St.
Portland 12, Oregon

gl

RECEIVED
MAR 21 1956
FOR FILING

S - 2/11/[illegible]
4382

February 20, 1956

Peck Brothers
S. W. 13th at Taylor
Portland 5, Oregon

Attention: B. L. Cornwell

Gentlemen:

We have your letter of February 15 in which you state that Warren L. Brown, dba Construction Hauling Company, owes you the sum of $309.76 for truck tires used on our contract No. 4465 for grading and paving a Park Avenue-Gladstone section of the Oatfield Clackamas County Road and on contract No. 4382 for grading and paving on the Rock Creek-Damascus section of the Clackamas-Boring Road in Clackamas County.

Both of these contracts were awarded to K. F. Jacobsen & Co., Inc., and the bond was furnished by Great American Indemnity Company, 412 Failing Building, Portland 4, Oregon.

Contract No. 4465 was completed December 8, 1955, and accepted by the Highway Commission January 26, 1956. Contract No. 4382 has not been completed.

If you wish to protect your claim against the bond for a period longer than six months following completion of the contract and acceptance by the commission, you whould file your claim with the Secretary of State.

We have attached excerpts from the Oregon Laws outlining the procedure for such filing. In the meantime the claims will be entered in our records and we will advise the surety and the contractor that they have been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:cu

February 17, 1956

Peck Brothers
S. W. 13th Ave. at Taylor St.
Portland 5, Oregon

Gentlemen:

This is to acknowledge receipt of a copy of your certified mail letter addressed to the Highway Department of the State Of Oregon under date of February 15th, 1956, wherein you advise that Warren.L. Brown is indebted to you in a total amount of $309.76, representing the purchase by him of truck tires from you for use on the Rock Creek and Damascus, Job No. 4382 and Oatfield Road, Job No. 4465.

Will you please advise us which part of the total sum of $309.76 applies to each job.

Yours very truly,

W. H. Gardner, Superintendent
Oregon Claim Department

WHG/lb
cc: H. B. Glaisyer
Oregon State Highway Dept.

PECK BROTHERS

S. W. 13th at Taylor

Portland 5, Oregon

Certified - Receipt Requested

February 15, 1956

State of Oregon
Highway Department
Salem, Oregon

Gentlemen:

This is to advise that Warren L. Brown, dba Construction Hauling Company, is indebted to us in the amount of $309.76 covering truck tires purchased for use on the Rock Creek and Damascus, Job No. 4382 and Oatfield Road, Job No. 4465, as a subcontractor under K. F. Jacobsen & Company, Inc., Portland, Oregon. The Great American Indemnity Company, 412 Failing Building, Portland, Oregon was the bonding company on both of these jobs.

This letter is for notification puposes of this obligation and in no way reflects the credit standing of Warren L. Brown.

Yours Very truly,

Peck Brothers

B. L. Cornwell
Assistant Manager

BLC:b
cc K. F. Jacobsen & Company, Inc.
Great American Indemnity Company

RECEIVED
JAN 19 1956
FOR FILING

3537(3)
4382

files

January 18, 1956

Honorable Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. S. Stephens

Dear Sir:

Thank you for your letter of January 4 to which was attached three copies of a claim against Contract No. 4382 in the sum of $236.70, and three copies of a claim against Contract No. 4465 in the sum of $175.75. These claims are both against K. F. Jacobsen & Co., Inc.,and bear your respective file Nos. 3537 and 3538.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

January 4, 1956

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

DearSir:

We have received from Lincoln Stuart Ferris, attorney, 729 SW Alder Street, Portland, and filed as of this date the following notices of claims:

> A notice of claim by John M. Johnson for dump truck hauling of road material between Sept. 20, 1955 and Oct. 13, 1955, in the sum of $236.70 against the bond taken from K. F. Jacobsen & Co., principal and Great American Indemnity Co., surety, for the work of road surfacing or grading on the Rock Creek project, Clackamas County Oregon. Our file No. 3537.

Contract 4382

> A notice of claim by John M. Johnson for dump truck hauling of road material between Sept. 20, 1955 and Oct. 13, 1955, in the sum of $175.75 against the bond taken from K. F. Jacobsen & Co. principal and Great American Indemnity Co., surety, for the work of road surfacing or gradind on the Oatfield Road project, Clackamas County Oregon. Our file No. 3538.

Contract 4465

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo Stephens
Clerk, Records Division

GS:B

RECEIVED
JAN 10 1956
STATE [illegible]

Agenda
12/19

RECEIVED
DEC 30 1955
FOR FILING

AGENDA
DEC 19 1955
2-7

S-2711(2)

4553

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 13, 1955

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary
Office

NOTED
H. B. GLAISYER

Dear Mr. Glaisyer:

Please place the following item upon the agenda for the December 19th and 20th meeting of the Highway Commission:

Report of institution of Snyders v. State Highway Commission, et al.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Robert L. May
ROBERT L. MAY, JR.
Assistant Counsel

RLM/mlk

CCR

AGENDA
DEC 19 1955

2f

REVISED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 12, 1955

Mr. Glaisyer

Mr. Ben R. Chandler, Chairman
State Highway Commission
P. O. Box 809
Coos Bay, Oregon

Mr. Chas. H. Reynolds, Member
State Highway Commission
P. O. Box 898
La Grande, Oregon

Mr. M. K. McIver, Member
State Highway Commission
255 S. W. Broadway
Portland 5, Oregon

Re: Institution of case of
Joseph B. Snyders, et ux.
v. State of Oregon, et al.

Gentlemen:

Service of summons and complaint in the above action was made upon Mr. H. B. Glaisyer, Secretary for the Highway Commission, on November 28, 1955. The complaint names the Highway Commission and the Clackamas County Court as defendants and alleges that the Clackamas-Boring Highway was and is a duly dedicated public highway "maintained under the supervision and control of Clackamas County, Oregon in conjunction with the State of Oregon by and through the State Highway Commission." It is further alleged that during February, 1955, the plaintiffs entered into an agreement with Clackamas County, Oregon, whereby a portion of plaintiffs' real property was used for the purpose of relocating the Clackamas-Boring Highway. It is alleged that at that time Clackamas County assured the plaintiffs that the raise in grade of the Clackamas-Boring Highway would not exceed five feet, whereas in fact the grade of the highway was raised a total of twelve feet. The complaint alleges that the plaintiffs have been damaged in the sum of $5,000.00 and recovery of that amount is demanded, together with the sum of $750.00 attorney's fees.

Our files reveal that the Clackamas-Boring Highway is a county road under the jurisdiction and control of the County Court of Clackamas County. On February 17, 1955, an agreement was entered into between the State Highway Commission and Clackamas County, under the terms of which the Rock Creek-Damascus Section of the Clackamas-Boring County Road was to be constructed with Federal Aid Secondary Funds available to Clackamas County. Under the terms of the agreement, the State was required to prepare all plans, let all contracts and supervise the construction of the project, while the County was required to "do everything necessary to acquire any real property necessary for right of way purposes or material sources in connection with the project upon being furnished descriptions of such property by the State." Real property descriptions were furnished to the County, and the right of way for the project, including property required from Mr. and Mrs. Snyders, was acquired by the County. It appears, therefore, that any obligation toward Mr. and Mrs. Snyders is that of the County and not the State Highway Commission. We have discussed this matter with Mr. Winston L. Bradshaw, District Attorney for Clackamas County, and have been informed that the County Court is presently negotiating with Mr. and Mrs. Snyders in an effort to reach a settlement.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By
ROBERT L. MAY, JR.
Assistant Counsel

RLM/mlk
cc: Mr. R. H. Baldock
✓Mr. H. B. Glaisyer
Mr. C. H. Maison
Mr. Robert Y. Thornton

6

RECEIVED
NOV 28 1955
FOR FILING

Salem, Oregon
November 28, 1955

C. W. Enfield
Chief Counsel

Dear Mr. Enfield:

Attached hereto is a summons that has just been served on me by the Sheriff of Marion County re the case of Joseph B. Snyders and Naomi D. Snyders, husband and wife, vs. State of Oregon by and through its State Highway Commission and Clackamas County by and through its County Court. It appears to be a damage case arising out of change in grade on the relocated portion of the Clackamas-Boring County Road.

I am giving it to you for further handling.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Att.

RECEIVED
OCT 4 1955
FOR FILING

S-271(3)

435

6

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

COPY

Salem, Oregon
September 15th, 1955

SUBJECT:

To:
Mr. W. C. Williams
Deputy State Highway Engineer

In a recent discussion of the completion dates of various projects Mr. Baldock specifically requested that a further check be made on two jobs, namely Parker-Schram's job on 82nd Avenue northerly from Sandy and the Rock Creek-Damascus Section.

In this connection I hand you copy of a report submitted by A. G. Skelton which probably is of little value as the weather has taken a decided change since it was writter; however, I hand it to you for what it may be worth.

/s/ Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:AR
Enc.

FORM E-90 37,500 4-52 59908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 12th, 1955

C
O
P
Y

SUBJECT:

To:
Mr. Forrest Cooper
Ass't. Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Reference is made to your recent request that a special report be submitted concerning the status of the paving on the Killingsworth Street-Sandy Boulevard Project on the Cascade Highway, and the Rock Creek-Damascus Project on the Clackamas-Boring County Road. You asked for this report by the end of this week to determine the possibility of completing the pavement this season.

I am enclosing herewith copy of report submitted this date by James.W. Cochell and James Don. From Cochell's report it appears that Parker-Schram will not start paving before September 19th at the earliest, and will more probably be around the 20th or 21st. They are paving on the Barbur Boulevard Junction Unit now, and expect to complete paing on this project by the first of next week at the latest. It is presumed this crew would go from ther to the Killingsworth Street-Sandy Boulevard Project. It appears that the hold up, if any, would probably come from the curb crew, and it seems questionable that they could complete their curbs and catch basins early enough to keep out of the paving crew's way. It would not appear likely that the paving on this job could be completed by the first of October, however it should be possible to complete the paving certainly well before the middle of October. It seems that it should at least be possible to get both the base and top over the old pavement on the widened section to the west. This should let us get the base at least of the widened section to the east.

On the Rock Creek-Damascus Section it appears likely that all of the base lift of pavement should be in place by October 1st. This would mean the widening of the old pavement and out line changes. It is possible that some of the top lift would be in place by this time, and it probably would be possible to finish the top by about the 15th of October, if this is permitted.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS;w
Encl. cc James Don - James W. Cochell

RECEIVED
MAY 5 1955
FOR FILING

S-271(3)
11372.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4th, 1955

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

W C WILLIAMS

Dear Sir:

The subcontract between K. F. Jacobsen & Co. and M. L. O'Neil & Son covering items 1 to 13 inclusive on the Rock Creek-Damascus Contract No. 4382, Oregon S-271(3), is approved, and you may so inform the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:AR

cc to: W. C. Williams
C. G. Polk - 2

NOTED
V. R. JONES

April 27, 1955

Clackamas County Court
Court House
Oregon City, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Gentlemen:

Enclosed are four copies of an option form covering additional right of way required in connection with the Rock Creek-Damascus Section of FAS 129. It is our understanding that you are familiar with this matter; however, if you have any questions please contact Mr. Young at our Division Office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

FORM 230—90M—10-54—79485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
April 26, 1955

SUBJECT: File No. 21798
Rock Creek-Damascus Section
Clackamas-Boring County Road

To:
Mr. John W. Cattrall
County & City Relations Engineer
OFFICE

Dear Mr. Cattrall:

Attached you will find revised option form in quadruplicate covering right of way to be acquired in connection with the Rock Creek-Damascus Section of the Clackamas-Boring County Road in Clackamas County.

File No.	Name	Area
21798	Andrew and Rose Anderegg	0.49 acre

Very truly yours,

R. L. PORTER
Right of Way Engineer

By Earl F. Saling
Earl F. Saling
Right of Way Office Manager

ML:ls
Attach: Option in quad.

RECEIVED
APR 7 1955
FOR FILING

S-27(1)
4382

April 7, 1955

E. F. Jacobsen & Co.,Inc.
1208 N. River St.
Portland 12, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4382, which was awarded to you on March 8 by the State Highway Commission, for grading and paving on the Rock Creek-Damascus Section of the Clackamas-Boring Road in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 8 1955
FOR FILING

S-271(3)
4382

April 7, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 4, 1955 on Contract No. 4382, Rock Creek-Damascus Section in Clackamas County, in connection with Federal Aid Project No. S-271 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:ch

March 17, 1955

NOTED
Harold C. Ayers

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Dear Mr. Polk:

Attached are three copies each of a maintenance agreement and encroachment resolution covering Oregon Project No. S-271(3), Rock Creek-Damascus Section of the Clackamas-Boring Road, FAS 129, in Clackamas County.

We have on file executed copies of an agreement covering Clackamas County's participation in the total estimated cost of the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm
Att.

RECEIVED
MAR 11 1955
FOR FILING

S-271(2)
4382

March 11, 1955

County Court of Clackamas County
Court House
Oregon City, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Clackamas County one fully executed copy each of a Finance Agreement and Maintenance Agreement between the State Highway Commission and Clackamas County covering the Rock Creek-Damascus Section of the Clackamas-Boring Road, FAS 129, Clackamas County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

RECEIVED
MAR 14 1955
FOR FILING

S-271(3)

4382

Salem, Oregon
March 11, 1955

Maint. 214
Finance 71

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are three certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Clackamas County covering the Rock Creek-Damascus Section of the Clackamas-Boring Road, FAS 129, Clackamas County.

The original of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Clackamas County.

Secretary

[illegible]
Attach: 4

A

FORM E-30 25M 9-51 82316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of a finance agreement covering the Rock Creek-Damascus Section of the Clackamas-Boring Road, FAS 129, in Clackamas County. Two copies of the agreement have been executed by the county and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

Also attached are ~~six~~ five copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return ~~four~~ three either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on September 24, 1953.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham

John D. Graham
Office Engineer

(A)
2 copies [illegible] Each [illegible]
[illegible]

JDG:mm
Att.

RECEIVED
FEB 25 1955
OFFICE OF
STATE HIGHWAY ENGINEER

AUTHORIZED BY HIGHWAY COMMISSION
9-24-53 minute Page 22273
DATE 9-24-54 minute Page 60 (August 1-54 summary)
Secretary

(A)

Form A-180 10M 3-54

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
Harold C. Ayers

Clackamas County
Oregon City, Oregon

Attn: County Court

NOTED
J. F. HAGEMANN

Invoice No. 38230

Date March 9, 1955

Your Req. No.

Billing Request No. cc-134

Credit distribution: 503-1051-297

Advance Deposit	33,400.00
Partial transfer County's share total costs. Rock Creek-Damascus, Clackamas County FAS project, covered by agreement dated March, 1955	28,400.00
To be retained	$ 5,000.00

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request $ ....
By..

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

March 9, 1955

Clackamas County Court
Court House
Oregon City, Oregon

NOTED
Harold C. Myers

Gentlemen:

This is to acknowledge receipt of an advance deposit of $33,400 in connection with the Rock Creek-Damascus County FAS project on FAS 129. Contract No. 4382 was awarded to K. F. Jacobsen & Co., Inc. on March 8th and a copy of the contract will be forwarded as soon as available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
J. F. HAGEMANN

RECEIVED
MAR 8 1955

FOR FILING

S-271 (3)
4382

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 8, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

S-271 (3)

NOTED
W. C. WILLIAMS

Clackamas County has deposited $33,400 and cleared all right of way in connection with the Rock Creek-Damascus section of FAS 129. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert

COUNTY OF CLACKAMAS
COUNTY COURT

WALLACE R. TELFORD, Judge
STAN SKOKO, Commissioner
DARRELL JONES, Commissioner

OREGON CITY 3270
EVERGREEN 1-5826

COUNTY COURT HOUSE OREGON CITY, OREGON

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

March 5, 1955

Mr. John W. Cattrall
Manager, County and City Relations
State Highway Department
Salem, Oregon

Dear John:

Herewith is a County Warrant in the amount of $33,400.00, which represents Clackamas County's share of the cost of the Rock Creek-Damascus section of F.A.S. Project #129.

The options for right-of-way have been secured with the exception of the Andrew Anderegg and Joseph Mueller properties, which have been condemned through proceedings filed by the District Attorney's office.

We wish to thank you and the engineering department for your cooperation in bringing up this project for bid.

Sincerely yours,

CLACKAMAS COUNTY COURT

Warrant no. 31269
for $33,400.00 to Acctg
Div. advance fund
3-7-55
7 Query

Wallace R. Telford
County Judge

Stan Skoko
Commissioner

Darrell Jones
Commissioner

RECEIVED
-7 '55

WRT/ls
Enc.

Project notified by phone
3-7-55
Jar

RECEIVED
MAR 25 1955
FOR FILING

[illegible]
4382

March 8, 1955

K. F. Jacobsen & Co., Inc.
1601 N. E. Columbia Boulevard
Portland 11, Oregon

NOTED
J. Mc C.

Gentlemen:

The State Highway Commission on March 2 accepted your proposal for grading and paving 3.83 miles on the Rock Creek-Damascus Section of the Clackamas-Boring County Road, Clackamas County, for the sum of $148,125.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4382.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

cc R. C. Savage
N. G. Smith
S. H. Probert
Pacific Builder & Engineer, Inc.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram
FULL RATE TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHIP RADIOGRAM ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
March 3, 1955
9:25 a.m.

K. F. Jacobsen & Co., Inc.
1601 N. E. Columbia Blvd.
Portland 11, Oregon

Contract for grading and paving Rock Creek-Damascus Section of Clackamas-Boring County Road, Clackamas County, for which you submitted low bid on March 2, 1955 awarded you today. Contract forms follow shortly.

H. B. GLAISYER, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Accounting (5003-900)
Cecil Head
Files

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
MAR 4 1955
FOR FILING

-271(3)
4382

S-271(-)

March 4, 1955

K. F. Jacobsen & Co., Inc.
1601 N. E. Columbia Boulevard
Portland, Oregon

Gentlemen:

The State Highway Commission on March 2, 1955 accepted your bid in the amount of $148,125 for grading and paving the Rock Creek-Damascus Section of the Clackamas-Boring County Road in Clackamas County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

NOTED
J. W. CATTRALL

March 4, 1955

NOTED
Harold C. A

Clackamas County Court
Court House
Oregon City, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On March 3rd the Highway Commission received a satisfactory bid from K. F. Jacobsen & Company, Inc., of Portland for construction of the Rock Creek-Damascus section of FAS 129. As per the agreement between state and county, an advance deposit of 20% of the estimated total cost based on the low bid is required from the county prior to award of a contract. The amount of this deposit is as follows:

Bid Items	$128,125.00
Additional Items	
Sight Posts	60.00
Move Mail Boxes	300.00
12-1/2% Engineering and Contingencies	18,560.63
Estimated Total Cost....................	$167,045.63
Advance Deposit of 20% = $33,409....or, say......	$ 33,400.00

Please make this deposit by means of a warrant or check in the amount of $33,400 payable to the Oregon State Highway Commission, forwarding same to this office.

A letter certifying that all right of way has been obtained should accompany the deposit. Upon receipt of the deposit and letter a contract will be awarded.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

Form cc-~~32 (1954~~ Rev.)

A G R E E M E N T

The County of Clackamas, State of Oregon, hereinafter referred to as County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 3.834 miles of FAS Highway 129 from the Clackamas State Highway easterly

to a point approximately 1.2 miles easterly from Damascus

known as the Rock Creek-Damascus Section, and to be designated as Oregon Project S-271(3), and will recommend its approval by the Secretary of Commerce for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto; subject, however, to the condition that the County shall provide for its proper maintenance after completion of its improvement.

2. That the said County hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Secretary of Commerce, and agrees that if such project is approved and constructed by the Highway Department and the Department of Commerce, Bureau of Public Roads, it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County hereby agrees to bear the cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

4. That the said County hereby agrees to assume jurisdiction and control of the section or sections of county road or roads eliminated from the route to be constructed and shall maintain or vacate them as the said County may determine.

5. That the said County hereby agrees to establish as a county road, pursuant to the provisions of the laws of the State of Oregon, the relocated section or sections of the proposed road.

6. That the said County hereby agrees that:

   a. All signs and traffic control devices and other protective structures erected on or in connection with this project shall be in conformity with such manual of uniform traffic-control devices as may be adopted by the American Association of Highway Officials, approved by the Highway Department, and concurred in by the Department of Commerce, Bureau of Public Roads.

   b. No signs (other than those specified in paragraph 'a' above), posters, billboards, roadside stands, or other private installations shall be permitted within the right of way limits of this project.

IN WITNESS WHEREOF, the parties hereunto affixed their signatures, the County on the 17th day of February, 1955, and the Highway Department on the 2nd day of March, 1955.

COUNTY OF CLACKAMAS

By Wallace R. Telford
County Judge

By [illegible]
County Commissioner

By Darrell [illegible]
County Commissioner

Attest: Guy Pace
By: [illegible] Marris, Dep.
County Clerk

OREGON STATE HIGHWAY COMMISSION

By ____________________
As Chairman

/s/ By Chas H. Reynolds
As Commissioner

/s/ By M.K. McIver
As Commissioner

Attest:

/s/ H.B. Glaisyer
Secretary

February 24, 1955

NOTED
J. W. CATTRALL

Clackamas County Court
Court House
Oregon City, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Gentlemen:

This is to acknowledge receipt of two copies of a finance agreement, six copies of a maintenance agreement, and five copies of an encroachment resolution covering the Rock Creek-Damascus Section of the Clackamas-Boring Road, FAS 129, in Clackamas County.

Thank you for your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

COUNTY OF CLACKAMAS
COUNTY COURT

WALLACE R. TELFORD, Judge
STAN SKOKO, Commissioner
DARRELL JONES, Commissioner

OREGON CITY 3270
EVERGREEN 1-5826

COUNTY COURT HOUSE • OREGON CITY, OREGON

February 21, 1955

Mr. R. H. Baldock,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. John W. Cattrall, Engineer, County and City Relations

Dear John:

Enclosed please find plans, specifications, resolution and agreement as forwarded to this office. The agreement and resolution have been accepted and have been made a part of Clackamas County Court Order No. 3013.

In regard to the purchase of right-of-way this is to again assure you that Clackamas County will have legal option to property necessary for the construction and re-aligmment of Market Road No. 16 on or before 5:00 P.M., March 1, 1955. Condemnation proceedings will be filed against those properties we are unable to obtain. However, may we point out at this time that all parties who we have discussed the matter with have been extremely cooperative and we do not anticipate any further delay in the procurement of the right of way.

Yours very truly,

CLACKAMAS COUNTY COURT

Wallace R. Telford
County Judge

Stan Skoko
Commissioner

Darrell Jones
Commissioner

SSS/dab
Encl. (12)

cc-12 (1954 Rev.)

Oregon Project S-27(3)
FAS 2

RESOLUTION

2-17-55

WHEREAS, a county road in Clackamas County, State of Oregon, known as the Clackamas-Boring County Road, is routed through the County of Clackamas, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Clackamas County, the section adopted for improvement being more particularly described as follows; to wit:

> From the Clackamas State Highway, easterly to a point approximately 1.2 miles easterly from Damascus, a distance of 3.834 miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Clackamas will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Clackamas County, Oregon, that no encroachments will be permitted on the county road known as the Clackamas-Boring County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Clackamas County, Oregon, this 17th day of February, 1955.

By Wallace R. Telford
County Judge

By Stan Skoko
County Commissioner

By Daniel Jones
County Commissioner

Attest:

Guy H. Pace
County Clerk

AGREEMENT

THIS AGREEMENT, made and entered into this 17th day of February, 1955, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State," and CLACKAMAS COUNTY, a political subdivision of the State of Oregon, by and through its County Court, hereinafter called "County."

WITNESSETH:

RECITALS:

(1) That certain road known as the Clackamas-Boring County Road is a county road under the jurisdiction and control of the County Court of Clackamas County. Said road has been designated as Federal Aid Secondary Highway No. 129.

(2) The Federal Aid Road Act of July 11, 1916, as amended and supplemented, provides among other things that federal funds shall be made available to the various states for the purpose of constructing, selecting and improving the Federal Aid Secondary Road System. Under the program set up in the administration of said Act, the sum of Three Hundred Fifty-seven Thousand and No/100 ($357,000)--------- Dollars is approximately the total of said Federal Aid Secondary funds available to Clackamas County for the fiscal years 1955 and 1956, and includes matching funds of the State and County as well as Federal Aid allocation.

(3) Pursuant to ORS 366.730, the Highway Commission is authorized and directed to enter into such contracts, appoint such officers and to do any other act or thing necessary to meet the requirements of the United States and its officers acting under said Federal Statutes. Pursuant to ORS 366.775, the Highway Commission is authorized to enter into agreements

Form cc-60 (1954 Rev.)

with any county for the construction, reconstruction, improvement or repair of any road, highway or street, including bridges, upon such terms and conditions as the contracting parties may mutually agree upon. Pursuant to such authority and direction, the Highway Commission proposes and plans to construct that certain section of road herein designated as the Rock Creek-Damascus Section of the Clackamas-Boring County Road, located in Clackamas County.

The said section of road is to be constructed as a Federal Aid Secondary project pursuant to and under the aforementioned Federal Aid Road Act, and has been designated Oregon Project S-271(3).

(4) Recognizing the benefits which will accrue to the residents of Clackamas County by reason of this project, and to promote the safety and welfare of the public in general, the County and State are desirous of entering into this agreement in order to successfully accomplish the project covered and set forth herein, and to that end, the State shall contribute Federal Aid and State funds, and the County shall contribute County funds as hereinafter set forth.

NOW, THEREFORE, the premises being in general as stated in the foregoing recitals, it is agreed by and between the State and County as follows:

THINGS TO BE DONE BY STATE:

(1) State shall prepare all plans, let all contracts, and supervise the construction of the Rock Creek-Damascus Section of the Clackamas-Boring County Road, FAS No. 129, in Clackamas County.

Hereinafter the construction of the said section will be called "project." The project shall consist of grading, placing

JFH:mm

base material, and constructing an asphaltic concrete pavement 20 feet in width, extending from the Clackamas State Highway easterly to a point approximately 1.2 miles east of Damascus.

Attached hereto, marked Exhibit "A" and by this reference made a part hereof, is a set of plans setting forth more specifically the plans and location of the project.

(2) State in the first instance shall pay all construction costs of the project, collect Federal Aid funds from the Bureau of Public Roads in the usual manner, and furnish the County with an itemized statement of the total project cost as soon as the same is available. It is understood that the total project cost shall include contract items, construction engineering costs, and all contingency items as reflected on the State Highway Department's cost records.

(3) State shall pay for and contribute toward the said project as provided for in the GENERAL PROVISION of this agreement.

(4) State shall at its sole cost furnish the County with descriptions of all real property required for right of way purposes or material sources in connection with the project.

THINGS TO BE DONE BY COUNTY:

(1) County, by the execution of this agreement, approves the plans attached hereto and marked Exhibit "A."

(2) County shall at its sole cost do everything necessary to acquire any real property necessary for right of way purposes or material sources in connection with the project upon being furnished descriptions of such property by the State.

(3) County shall pay for and contribute toward the said project as provided for in the GENERAL PROVISION of this agreement.

(4) County's share of the total cost of the project shall be paid for in the following manner:

(a) County shall deposit with the State a sum of money equal to twenty percent (20%) of the estimated total cost of the project; provided, that the said estimated total cost does not exceed ------ Three Hundred Fifty-seven Thousand and No/100 ($357,000)-- Dollars. In the event that the said estimated total cost of the project exceeds Three Hundred Fifty-seven Thousand and No/100 ($357,000) Dollars, the County shall deposit with the State a sum of money equal to twenty percent (20%) of Three Hundred Fifty-seven Thousand and No/100 ($357,000)---------- Dollars, and in addition thereto County shall deposit a sum of money in the amount that the estimated total cost of the project exceeds the sum of Three Hundred Fifty-seven Thousand and No/100 ($357,000)--------------------- Dollars. The "estimated total cost of the project" as that term is used herein means the total sum of all bid items as contained in the low acceptable bid, plus additional anticipated items, plus twelve and one-half percent (12-1/2%) of the said bid and additional anticipated items for engineering costs and contingencies.

(b) County shall deposit the sum of money provided for in paragraph 4(a) under THINGS TO BE DONE BY COUNTY, within ten days after demand by State.

(c) When the total cost figures of the project are available, State shall furnish County with an itemized statement of said total cost, and an adjustment in the County's share shall be made in accordance with the terms set forth in the GENERAL PROVISION of this agreement.

(5) It is expressly understood and agreed that if the aforesaid esti-

mated total cost of the project exceeds Three Hundred Fifty-seven Thousand and No/100 ($357,000)---------------- Dollars, the County reserves the right to accept or reject the terms of this agreement within ten days after State demands the deposit of the sum of money provided for herein in paragraph 4(a) under THINGS TO BE DONE BY COUNTY; provided, however, that if County does not exercise its right to reject the terms of agreement as herein provided within the said ten days, its acceptance of the terms of this agreement shall be conclusively presumed, and thereafter, County shall make all such deposits and payments in the amount and manner provided for in this agreement.

(6) In all cases wherein County has the authority and jurisdiction, either by statute or by franchise, to control and regulate the location and construction of the below-named utility facilities, the County shall, without cost to State, relocate or reconstruct, or cause to be relocated or reconstructed, all water, sewer, gas, electric, telephone, telegraph and all other utilities, conduits, lines, poles, pipes and facilities of every kind and nature made necessary to be relocated or reconstructed to conform with the attached plans and ultimate requirements of the project.

GENERAL PROVISION:

It is expressly understood that the parties hereto shall pay for and contribute to the cost of the project as follows: The State and the County shall each pay fifty percent (50%) of the difference between the cost of the project and the amount contributed toward the project by the Federal Government; provided that in the event that the project costs more than Three Hundred Fifty-seven Thousand and No/100 ($357,000) Dollars the State and the County shall each pay fifty percent (50%) of the difference between Three Hundred Fifty-seven Thousand and No/100 ($357,000)

Dollars and the amount contributed toward the project by the Federal Government, and in addition thereto the County shall pay all costs of the project in excess of Three Hundred Fifty-seven Thousand and No/100 ($357,000)-------------------- Dollars.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals as of the day and year first above written.

- - - - - - - - - - - - - - -

ATTEST:

/s/ H. B. Glaisyer
Secretary

APPROVED:

State Highway Engineer

APPROVED AS TO FORM:

/s/ C. W. Enfield
Chief Counsel

ATTEST:

/s/ Guy H. Pace
County Clerk
by: illegible,
Dep.

STATE OF OREGON, by and through its State Highway Commission

By____________________
Chairman

/s/ By Chas. H. Reynolds
Commissioner

/s/ By M. K. McIver
Commissioner

STATE.

CLACKAMAS COUNTY, by and through its County Court

/s/ By Wallace R. Telford
County Judge

/s/ By Stan Skoko
County Commissioner

/s/ By Darrell Jones
County Commissioner

COUNTY.

February 16, 1955

NOTED
Harold C. Ayers

Clackamas County Court
Court House
Oregon City, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Rock Creek-Damascus Section of FAS 129 upon which bids will be received March 2d.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project is $175,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than September 30, 1955.

If satisfactory, please sign, have the county clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than February 25th.

It would also be appreciated if you would advise as to the status of right of way acquisision for this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

Encl.
JFH:mm

COUNTY OF CLACKAMAS
COUNTY COURT

WALLACE R. TELFORD, Judge
STAN SKOKO, Commissioner
DARRELL JONES, Commissioner

OREGON CITY 3270
EVERGREEN 1-5826

COUNTY COURT HOUSE — OREGON CITY, OREGON

NOTED
J. W. CATTRALL

January 24, 1955

FAS 129

NOTED
Harold C. Ayers

R. H. Baldock
State Highway Engineer
State Highway Commission
Salem, Oregon

Attention: John W. Cattrall ✓

Dear Mr. Cattrall:

This letter is to assure you that Clackamas County will acquire necessary right-of-way or else file actions of condemnations in order that the Rock Creek-Damascus County FAS project may be advertised and let during the March 2-3 Highway Commission meeting.

Yours very truly,

CLACKAMAS COUNTY COURT

Wallace R. Telford
County Judge

RECEIVED
JAN 26 1955
ENGINEER
COUNTY & CITY RELATIONS

Stan Skoko
Commissioner

Darrell Jones
Commissioner

SSS/ls

NOTED
J. F. HAGEMANN

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

January 21, 1955

Clackamas County Court
Court House
Oregon City, Oregon

FAS 129

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

It is planned to accept bids on the Rock Creek-Damascus County FAS project at the March 2-3 Highway Commission meeting. In order to clear this project executed options or deeds for all required right of way should be obtained by February 28th. Please advise as to the status of the right of way acquisition for this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

Harold C. Ayers

December 30, 1954

Mr. Stan Skoko
Clackamas County Commissioner
Court House
Oregon City, Oregon

FAS 129

NOTED

Dear Mr. Skoko:

Enclosed are twenty-three option forms in quadruplicate to replace the original forms that were lost. I am forwarding to you under separate cover prints of the right of way map.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

NOTED
J.F. HAGEMANN

JWC:mm
Encl.

NOTED
J. W. CATTRALL

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 28, 1954

SUBJECT: Rock Creek-Damascus Section
Clackamas-Boring County Road

To: Mr. John W. Cattrall
County and City Relations Engineer
County and City Relations Division
BUILDING

Attached you will find 23 option forms in quadruplicate covering right of way to be acquired in connection with the Rock Creek-Damascus Section of the Clackamas-Boring County Road in Clackamas County, together with 21 copies of Statements of Information.

Prints of Map No. 7B-27-3 were mailed to you under date of 3-22-54.

The enclosed option forms are sent to replace the lost forms forwarded to you March 22, 1954, and if the maps are missing too, please let us know and we shall be glad to furnish them.

NO.	NAME		AREA
21792	Peter & Elizabeth Schoppert		0.7 acre
21793	Joseph and Mary T. Mueller		0.26 acre
21794	Myrtle Schmale & Bertha & Jay C. Benz	Par. 1	0.09 acre
		Par. 2	0.98 acre
21795	John Anthony Mueller		0.23 acre
21796	Paul & Elizabeth Schweizer		0.05 acre
21797	Joseph & Marie Emma Abbl		0.05 acre
21798	Andrew and Rose Anderegg		0.95 acre
21799	H. M. and Ethel Usher		0.05 acre
21800	Joseph B. and Naoma Snyders		0.5 acre
21801	Mary E. Newell		0.51 acre
21803	Cornelius & Helena R. Van Zyl		0.51 acre
21804	Perry A. and Sabina F. Hunter		0 acre
21805	H. G. and Rose Laye		0 acre
21806	Juanita B. Feathers		0 acre
21807	Oscar V. and Margaret E. Larsen		0 acre
21808	John and Tempa Ryliss Davis		0.004 acre
21809	Joseph Glenn and Donna M. Gray		0 acre
21810	Jesse E. Mohr and Louise Mohr		0.06 acre
21811	Oscar and Dorothy E. Coy		0.004 acre
21812	George C. Doney and Frances E. Doney		0.12 acre
21813	Emil J. & Mildred A. Johnson		0.25 acre
21818	Fred W. and Emma E. Brown		0 acre
21819	Fred J. Eckert and Antonia Eckert		0 acre

Yours truly,

R. L. PORTER, Right of Way Engineer
By Ea F Saling
Earl F. Saling, Right of Way office Mgr.

cc: R. L. Porter
cc: A. C. Skelton
cc: S. N. Mayhew

5-271/21
4382

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 29, 1954

SUBJECT: FAS 129, Clackamas County

To: Mr. W. C. Williams
OFFICE

Clackamas County Judge Telford advised this date that the County Court would prefer delaying acceptance of bids on the Rock Creek-Damascus county FAS project until after January 1, 1955, as the project could not be completed during this construction season in any event. By delaying the bid letting the county will have additional time to obtain required right of way and also could use FAS funds for the entire cost of the project.

Due to a shortage of road funds in the fiscal year budget ending July 1st, the county has been unable to negotiate for any right of way to date.

John F. Hagemann
John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

cc: H. G. Smith
S. H. Probert
F. T. Young, Division I

RECEIVED
1954

NOTED
V. R. JONES

May 19, 1954

Honorable Wallace R. Telford
Clackamas County Judge
Court House
Oregon City, Oregon

FAS 129

NOTED
Harold C. Ayers

Dear Judge Telford:

It is presently planned to accept bids on the Rock Creek-Damascus project in Clackamas County at the June 23-24 Highway Commission meeting. If this date is satisfactory with Clackamas County, every effort should be made by the County to obtain all required right of way prior to June 23rd.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

NOTED
V. R. JONES

March 25, 1954

Clackamas County Court
Court House
Oregon City, Oregon

NOTED

Gentlemen:

Enclosed are option forms in quadruplicate covering the right of way required for the Rock Creek-Damascus FAS project. When all options have been executed, please return one signed copy of each to this office.

We are also forwarding under separate cover two prints of a map on which the right of way involved is shown.

Very truly yours,

R. H. Baldock
State Highway Engineer

By NOTED
J. F. HAGEMANN

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
Encl.

Fas 129

FORM E-90 25M 3-51 47199

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 22, 1954

SUBJECT: Rock Creek-Damascus Section
Clackamas-Boring County Road
Clackamas County

To: Mr. John Cattrall
County & City Relations Engineer
BUILDING

Dear Mr. Cattrall:

Enclosed herewith are option forms in quadruplicate for the Rock Creek-Damascus Section of the Clackamas-Boring County Road in Clackamas County, together with statements of information. This project is scheduled for contracting in ~~May,~~ June 1954.

Under separate cover, we are sending prints of Map No. 7B -27-3 and profile, with the date of March 16, 1954, stamped thereon.

21792	Peter & Elizabeth Schoppert		0.7 acre
21793	Joseph and Mary T. Mueller		0.26 acre
21794	Myrtle Schmale & Bertha & Jay C. Bess		
		Parcel 1	0.09 acre
		Parcel 2	0.98 acre
21795	John Anthony Mueller		0.23 acre
21796	Paul & Elizabeth Schweizer		0.05 acre
21797	Joseph & Marie Emma Abbl		0.05 acre
21798	Andrew and Rose Anderegg		0.95 acre
21799	H. M. and Ethel Usher		0.05 acre
21800	Joseph B. and Naoma Snyders		0.5 acre
21801	Mary E. Newell		0.51 acre
21803	Cornelius & Helena R. Van Zyl		0.51 acre
21804	Perry A. Hunter & Sabina F. Hunter		0 acre
21805	H. G. and Rose Laye		0 acre
21806	Juanita B. Feathers		0 acre
21807	Oscar V. and Margaret E. Larsen		0 acre
21808	John Elmo & Tempa Ryliss Davis		0.004 acre
21809	Joseph Glenn and Donna M. Gray		0 acre
21810	Jesse E. Mohr and Louise Mohr		0.06 acre
21811	Oscar and Dorothy E. Coy		0.004 acre
21812	George C. Doney and Frances E. Doney		0.12 acre
21813	Emil J. & Mildred A. Johnson		0.25 acre
21818	Fred M. & Emma E. Brown		0 acre
21819	Fred J. Eckert and Antonia Eckert		0 acre

Yours truly,

R. L. PORTER, Right of Way Engineer

By Earl F. Saling
EARL F. SALING, Right of Way Office Mgr.

cc: R. L. Porter
cc: A. G. Skelton
cc: S. N. Mayhew (with map)

February 25, 1954

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

NOTED
V. R. JONES

NOTED
J. F. HAGEMANN

Clackamas County Court
Courthouse
Oregon City, Oregon

Gentlemen:

Confirming our conversation of February 25th, this is to advise that the estimated total cost for the Rock Creek-Damascus FAS Project is $178,500. There are $163,000 of FAS funds (including federal, state, and county match money) available for this project. The estimated cost to Clackamas County is as follows:

20% of $163,000	$32,600
Plus 100% of all costs over $163,000 ($178,500 - $163,000	15,500
Estimated Cost to Clackamas County	$48,100 say $48,000

An advance deposit will be required from the County prior to award of a contract. This deposit would be based on the amount of the actual low bid received plus 12 1/2% for engineering and contingencies; however, we believe the above estimate to be reasonably close.

In addition, Clackamas County will be required to obtain all necessary right-of-way for the project. Description of this right-of-way will be forwarded as soon as available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engineer, County and City Relations

JFH:sh

[illegible] 129

FORM E-30 25M 9-51 82315

Const

R/W

Co. Rds.

Clackamas

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 25, 1954

SUBJECT:

To: W. C. Williams
OFFICE

Cattrall advised verbally that Project must be held until County has match money a-hand.
WCW

W. C. WILLIAMS

On this date the Clackamas County Court was consulted regarding the Rock Creek-Damascus County FAS project in that County. The estimated total cost for this project is approximately $15,500 over available FAS funds, and, based on this estimate, the County's share of the costs would be approximately $48,000.

The members of the Court are willing to pay all costs in excess of available FAS funds; however, due to a recent slide and failure of a bridge resulting in emergency expenditures not anticipated in the current road budget, they will not know until after May 20th, when current bills will be in, whether funds will be available from their 1953-54 road budget. If not, they will be unable to make an advance deposit until after July 1, 1954.

This project is presently scheduled for the May 12-13 meeting and Mr. Cooper, Assistant Construction Engineer, advises that this would be the latest meeting possible to call for bids and still have a completion date in this year.

Under the circumstances we could call for bids on May 12-13 and specify a 50 or 60 rather than 45 day grace period before award of a contract, in the event the County was unable to make the deposit prior to July 1st. Unfortunately, if such a delay were necessary, the contractor would still be unable to perform any work prior to July 1st.

Another solution would be to revise the finance agreement to provide that the County's advance deposit be made prior to July 7th rather than prior to award of a contract. I realize this is a slight deviation from the present policy of the Highway Commission, but completion of this project during 1954 could then be assured.

The field data is all in from the division and, if the financial problem can be solved, this project could probably be moved up to the March 31 - April 1 letting. Please advise which, if either, of the above proposals would be given favorable consideration.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann

John F. Hagemann
Asst. Engineer, County and City Relations

JFH:sh

1954

NOTED
V. R. JONES

Salem, Oregon
February 15, 1954

NOTED
Harold C. Ayers

Mr. E. G. Smith
Construction Engineer

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

The field data for the Rock Creek-Damascus Section of FAS 129 in Clackamas County has been examined and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

The field estimate is $7,000 over funds known to be available at this time; however, the county has agreed to pay up to $20,000 over available FAS funds. In addition, any savings in actual cost as against contract authorization for the 1954 FAS projects in Clackamas County will be available for this project.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM

cc: Mr. Virgil O'Neil

October 6, 1953

Clackamas County Court
Court House
Oregon City, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

On September 24th the Highway Commission approved the Federal Aid Secondary project as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Approval by the Bureau of Public Roads and preparation of plans and specifications are now required prior to contracting the proposed project. Preliminary engineering will be handled by our Division Office in Portland and will proceed as rapidly as available engineering personnel will permit.

As you know, the county will be required to make an advance deposit of 20% of the estimated total cost before award of a contract. In the case of Clackamas County, this will be approximately $31,600 and will be covered by an agreement at a later date.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Att.

700127

PROPOSED PROJECT
CLACKAMAS COUNTY
AVAILABLE FUNDS - $158,000

Rock Cr. - [illegible]

FAS 129 - Clackamas Junction-Damascus Section, Approximately 4 Miles. This section extends from the junction with the Clackamas State Highway at Rock Creek easterly to the west end of the Damascus-Boring FAS project completed this year.

It is proposed to grade, base, and place asphaltic concrete 20' wide with 4' shoulders on approximately 1 mile of new alinement and to widen and resurface the existing 16' bituminous pavement with asphaltic concrete 20' wide with 2' shoulders on the balance of the section. These design widths conform to those used on the Damascus-Boring project.

The county has indicated that it will contribute additional funds up to $20,000 if required to complete the section.

9/1/53

129

COUNTY COURT
Wallace R. Telford, Judge
Stan Skoko, Commissioner
Bob Jones, Commissioner

Phone Oregon City 5291

COUNTY OF CLACKAMAS
COUNTY COURT

COUNTY COURT HOUSE OREGON CITY, OREGON

[illegible] 10, 195[illegible]

John Cattrall, Engineer
County and City Relations
Oregon State Highway Department
Salem, Oregon

NOTED
J. F. HAGEMANN

Dear Mr. Cattrall:

Relative to our conversation of this day, please be advised that it is the intention of the Clackamas County Court to proceed at the earliest opportunity with the construction and completion of the [illegible] to Damascus section of the Rock Creek to Boring Highway Project that we have started this year under the terms of the F.A.S. Program.

Please consider this a request that this project be completed with the available 1955 F.A.S. Funds.

It is the desire of the County to acquire necessary additional right of way as soon as possible due to the fact that there is the possibility of a building's being constructed on what may be needed for right of way purposes. Therefore, we respectfully request that we be notified at an early date in order that we may proceed to acquire the needed right of way as suggested by your survey.

Yours very truly,

CLACKAMAS COUNTY COURT

Wallace R. Telford
County Judge

Stan Skoko
Commissioner

Bob Jones
Commissioner

RECEIVED
[illegible] 20 195[illegible]
ENGINEERS

SS:[illegible]

4-129

S-13 (3) [illegible] P. School-Twin 19[illegible]
383 [illegible] es

NOTED
Harold C. Ayers

December 26, 1956

S- 139(3)
Contract 4383

Benton County Court
Courthouse
Corvallis, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Final costs are now available for the Beaver Creek School - Twin Bridges Section of FAS 206 and the Bruce Junction - Martins Lake Section of FAS 578. The costs are shown in the attached tabulations.

The refunds of $1,453.21 and $246.00 due the county will be made by a check from our Accounting Division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:te
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

File this Fas 206

Form A-150—10M—3-55

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No.	48927
Date	December 26,1956
Your Req. No.	
Billing Request No.	CC-287
Credit distribution:	502-1035-297

Benton County
Corvallis, Oregon

Attn: County Court

Final billing Beaver Creek School - Twin Bridges, F. 206, covered by agreement dated March, 1955.

Original Advance Deposit	14,900.00	
Less: Amt. previously transferred	11,900.00	
Balance advance deposit		3,000.00
County share of total cost as per attached	13,446.79	
Less: Amt. previously transferred	11,900.00	
Balance		1,546.79
To be refunded		$1,453.21

ACKNOWLEDGEMENT OF BILLING REQUEST

Cash Received with Request: $

By

State Printing 88944

SFO 274 Temporary signs	5.50
SFO 276 Furnish & install narrow bridge signs	34.73
Construction Engineering	6,072.15
TOTAL CONSTRUCTION COSTS	$69,585.57
FEDERAL FUNDS COLLECTED FOR PROJECT	$42,692.00

AGREED COUNTY SHARE TOTAL COSTS
(50% of difference between total cost and federal funds)
($69,585.57 - $42,692.00) X 1/2 = $13,446.79

County Advance Deposit	$14,900.00
Less County Share Costs	13,446.79
REFUND DUE COUNTY	$ 1,453.21

COMPLETED 10/20/55
ITEMIZED STATEMENT OF FINAL COSTS

OREGON STATE HIGHWAY DEPARTMENT

County Benton
Contract No. 4383
Date 12/21/56

FAS 206
Section Beaver Creek School - Twin Bridges

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Clearing & grubbing	All	$6,500.00	100%	$ 6,500.00
2. Drainage excav., unclass.	c.y.	2.50	170.94	427.35
3. General excav. unclass.	c.y.	.30	10,465.6	3,139.68
4. Short overhaul	yd.sta.	.02	19,518.5	390.37
5. Long overhaul	C-yd.sta.	.50	375.73	187.87
6. Finish. R/B & slopes	mile	500.00	2.67	1,335.00
7. 60" Corr. metal pipe	l.f.	27.00	44	1,188.00
8. 12" concrete pipe	l.f.	2.00	462	924.00
9. 18" " "	l.f.	3.00	285	855.00
10. 24" " "	l.f.	5.00	30	150.00
11. 30" " "	l.f.	8.00	36	288.00
12. Coarse mat'l in surfacing	c.y.	1.50	17,333	25,999.50
13. 3/4"-0 mat'l in surfacing	c.y.	3.25	2,173	7,062.25
14. Sprinkling	M/gal.	2.00	661.5	1,323.00
15. Loose riprap	c.y.	4.50	268	1,206.00
16. Provide for traffic at Beaver Creek & remove old bridge	All	500.00	100%	500.00
17. Struct. excav.	c.y.	5.00	162	810.00
19. Class "A" concrete	c.y.	58.00	108.27	6,279.66
20. Metal reinforcement	lb.	.12	24,822	2,978.64
21. 8" metal drain pipe	l.f.	8.00	10	80.00
PA#1 Furnish untreated piling	l.f.	.47	745.5	350.39
PA#1 Drive untreated piling	each	47.50	32	1,520.00
PA#2 Cement adj., favor of state	bbl.	4.22	5.1	- 21.52

Subtotal	$63,473.19
SFO 274 Temporary signs	5.50
SFO 276 Furnish & install narrow bridge signs	34.73
Construction Engineering	6,072.15
TOTAL CONSTRUCTION COSTS	$69,585.57
FEDERAL FUNDS COLLECTED FOR PROJECT	$42,692.00

AGREED COUNTY SHARE TOTAL COSTS
(50% of difference between total cost and federal funds)
($69,585.57 - $42,692.00) X 1/2 = $13,446.79

County Advance Deposit	$14,900.00
Less County Share Costs	13,446.79
REFUND DUE COUNTY	$ 1,453.21

A

NOT

W. C. WILLIAMS

August 1st, 1956

FINAL COST ANALYSIS
Grading and Surfacing

Beaver Creek School-Twin Bridges
Contract #4383
S-139(3)
4383

Beaver Creek-Greenberry Road
Prefix 502-1035-201(41)

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
*Clearing & Grubbing	100%	All	$2,302.35	$6,500	$ 2,302.35	$ 6,500.00
Drainage Excavation, Unclass.	170.94	Cu. Yd.	2.15	2.50	367.66	427.35
General Excavation, Unclass.	10,465.6	" "	0.248	0.30	2,598.59	3,139.68
Short Overhaul	19,518.5	Yd. Sta.	0.016	0.02	323.13	390.37
Long Overhaul	375.73	C-Yd. Sta.	0.414	0.50	155.76	187.87
Finish R/B & Slopes	2.67	Mile	393.36	500.00	1,050.28	1,335.00
60" Corr. Metal Pipe	44	Lin. Ft.	24.40	27.00	1,073.86	1,188.00
12" Concrete Pipe	462	" "	1.51	2.00	699.50	924.00
18" " "	285	" "	2.68	3.00	762.73	855.00
24" " "	30	" "	4.49	5.00	134.80	150.00
30" " "	36	" "	7.09	8.00	255.18	288.00
Coarse Mat'l. in Surfacing	17,333	Cu. Yd.	1.31	1.50	22,703.56	25,999.50
3/4"-0 " " "	2,173	" "	2.96	3.25	6,444.85	7,062.25
Sprinkling	661.5	M/Gal.	1.23	2.00	813.47	1,323.00
Loose Riprap	268	Cu. Yd.	3.74	4.50	1,001.82	1,206.00
Provide for Traffic at Beaver Creek and Remove Old Bridge	100%	All	327.07	500.00	327.07	500.00
**Structural Excavation	162	Cu. Yd.	5.00	5.00	810.00	810.00
**Class "A" Concrete	108.27	" "	58.00	58.00	6,279.66	6,279.66
**Metal Reinforcement	24,822	Lb.	0.12	0.12	2,978.64	2,978.64
8" Metal Drain Pipe	10	Lin. Ft.	3.49	8.00	34.97	80.00
**PA #1, Furnish Untreated Piling	745.5	" "	0.47	0.47	350.39	350.39
**PA #1, Drive Untreated Piling	32	Each	47.50	47.50	1,520.00	1,520.00

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
**PA #2, Cement Adjustment, Favor of State	5.1	Bbl.	$	$4.22	$	$ - 21.52
					$52,988.27	$63,473.19

* Work done all or in part by Edwards.
** Work done all or in part by Wiedeman.

Gross Revenue	$63,473.19
Total Cost	52,988.27
Net Profit	$10,484.92

Net Profit Equals 16.5% of Gross Revenue

Detail of Cost
D. F. McKenzie, Contractor

Labor:

Labor	$ 4,687.50	
Labor Insurance	364.54	
Health and Welfare	54.00	
		$ 5,106.04

Materials:

60" Corr. Metal Pipe	44	Lin. Ft.	at $17.60	$ 774.40	
12" Concrete Pipe	462	"	" " 0.90	415.80	
18" " "	285	"	" " 1.70	484.50	
24" " "	30	"	" " 3.00	90.00	
8" Metal Drain Pipe	10	"	" " 1.10	11.00	
Coarse Mat'l. in Base	17,333	Cu. Yd.	" 0.10	1,733.30	
3/4"-0 " " "	2,173	" "	" 1.50	3,259.50	
Loose Riprap Mat'l.	268	" "	" 1.75	469.00	
Cement	4	Sacks	" 1.25	4.50	
30" Concrete Pipe	36	Lin. Ft.	" 5.00	180.00	
					7,422.00

Equipment Rental and Miscellaneous Expense:

Equipment Rental (Own)	$ 5,097.50	
" " (Hired Bare)	982.00	
" " (Fully-operated)	17,927.05	
Gas, Oil & Grease	1,009.05	
P.L. & P.D. Insurance	204.75	
Bond	476.05	
Small Tools	96.28	
Home Office and General Overhead	928.86	
		26,721.54

Paid:

Edwards	$ 1,800.00	
Chas. Wiedeman	11,938.69	
		13,738.69

Total Cost $52,988.27

Remarks:

This was a "Federal Aid Secondary Project" located on the Beaver Creek-Greenberry Road in Benton County. The west end of the project was at the junction of the Beaver Creek-Greenberry Road with a county road leading north to Philomath. The east end of the project was approximately 3.0 miles west of the junction of the Beaver Creek-Greenberry Road with the Pacific Highway West in Greenberry, said junction being about 8.0 miles south of Corvallis. The overall length of the project was 2.86 miles.

The work to be done under this contract consisted of the construction of one reinforced concrete bridge, 2.67 miles of highway roadbed and rock surfacing and such additional and incidental work called for in the plans and specifications.

The project was bid and awarded to D. F. McKenzie on March 3rd, 1955. Work on the project began on March 18th, 1955 and was completed on October 20th, 1955.

The principal contractor hired Mr. Edwards to do the clearing. He began work on March 18th, 1955, using a D-6 Caterpillar tractor with a clearing blade. This work progressed slowly due to wet weather and the using of light equipment. To speed up this work the contractor brought in a D-7 Caterpillar tractor with bulldozer blade. The clearing was completed during the week ending June 11th, 1955.

As soon as he had the clearing completed the contractor brought in his grading equipment consisting of an Adams power grader, a D-7 Caterpillar tractor, a 70 Caterpillar scraper (rented), a grease truck and other necessary equipment when needed. Grading began as the clearing was completed. The grading, being mostly light and on the existing road, was accomplished by pulling the material to the center of the road with a power grader and then picking it up in a scraper and hauling it to the embankment areas. Excellent progress was made and he completed the grading from Station 96+36.21 to 229+00 about August 13th, 1955. The grading from 229+00 to 239+00 was left untouched as the bridge was not completed by Mr. Chas. Weideman who was hired to construct it.

On August 16th, 1955 he began placing the coarse material in surfacing on the roadbed. He hauled the material from a commercial source in hired trucks and processed it with a power grader and a 3-leg roller, adding water when necessary. This work on the section ready for surfacing was completed September 14th, 1955.

He immediately started placing the 3/4"-0 surfacing material, which was obtained from a commercial source. It was hauled and placed in the same manner as the coarse material. This was completed on September 22nd, 1955.

During the week ending October 1st, 1955 the bridge builder began stripping the forms from the bridge and the contractor began rough grading between stations 229+00 and 239+00. He completed the grading, backfilling the bridge approaches, riprap work and surfacing in this area on October 20th, 1955.

Remarks (Cont'd):

The contractor, doing most of the work himself with the assistance of his sons, using a very small amount of excellent equipment, made a very good profit.

R. D. Asburry
Chief Cost Analyst

By . . F. W. Sugnet

Files

RECEIVED
MAR 2 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
March 21, 1956

(CONTRACT NO.) 3-137(3)	(EST. NO.)	(CONTRACTOR)
4383	9-Final	D. F. McKenzie Company
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) $ 1,053.83 (DATE) 3/21/56
5381	B-146222	

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1955

Time Extensions: None

Completion Date: Oct. 20, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-26-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 26 1956

Ruth Rawlings

NOTED ON CARD
gl

RECEIVED
MAR 16 1956
FOR FILING

S-137(3)
4383

March 15, 1956

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4383 for work performed on the Beaver Creek School-Twin Bridges Section of the Beaver Creek-Greenberry Road in Benton County was completed by the contractor, D. F. McKenzie, on October 20, 1955 and was formally accepted by the Highway Commission on November 3, 1955.

Final payment in the amount of $1,853.83 will be released to the contractor on or after March 26, 1956. The total contract amount is $63,473.19 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
FEB 23 1956
FOR FILING

S - 12[illegible]
4382

February 20, 1956

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to D. F. McKenzie Company on contract No. 4383, covering the Beaver Creek School-Twin Bridges Section of the Beaver Creek-Greenberry Road in Benton County. This payment, in the amount of $764.98, will be released to the contractor on or after March 9, 1956. The retained percentage is $1,905.75.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

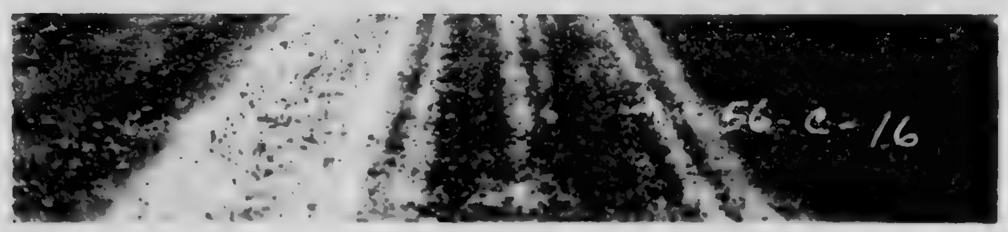
NOTED ON CARD

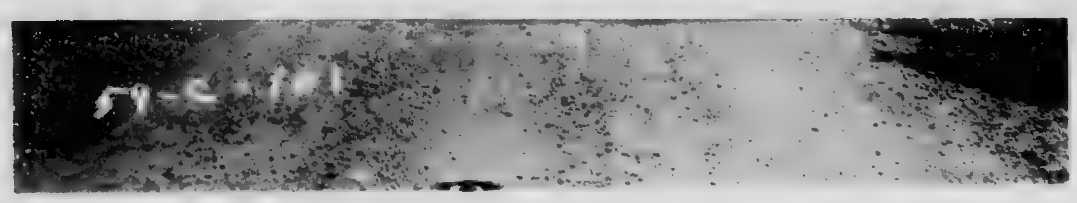
FAS 226 County Benton Contract No. [illegible]

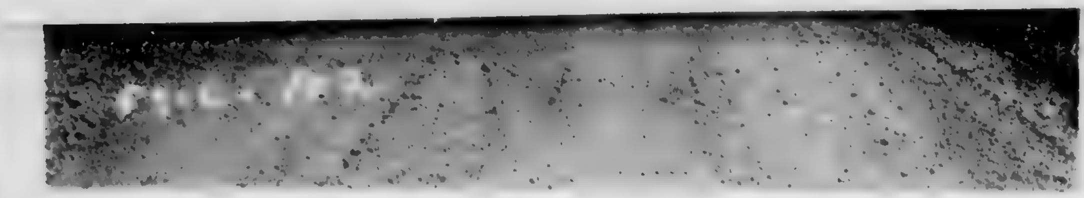
Section [illegible]

Location [illegible]

[illegible]







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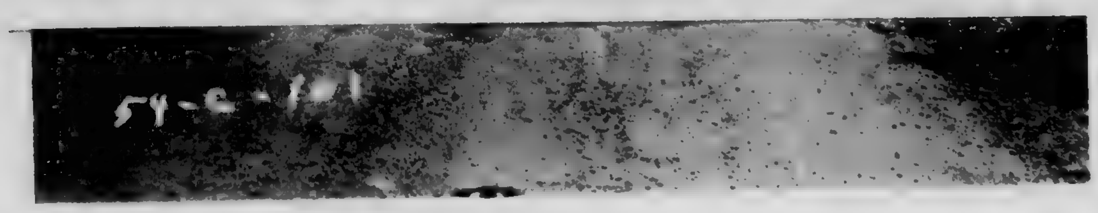

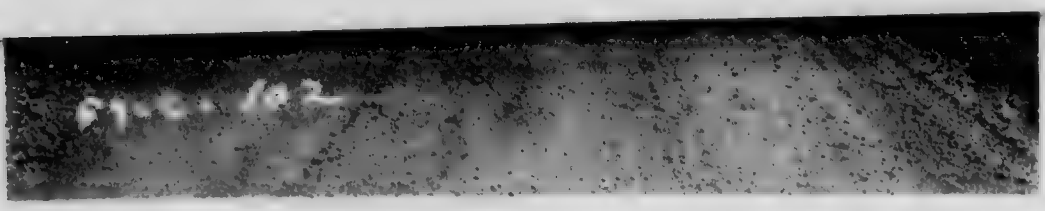

FAS

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Loc

54-C-102

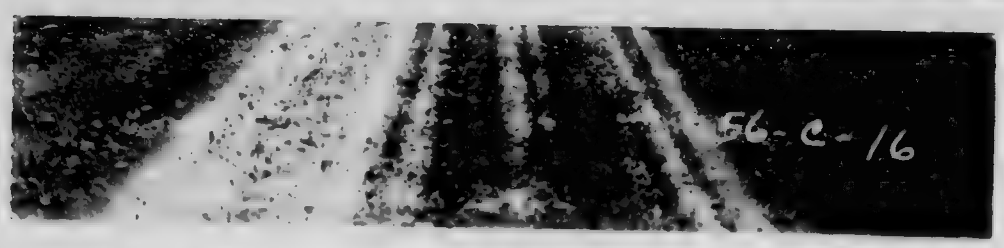
'57

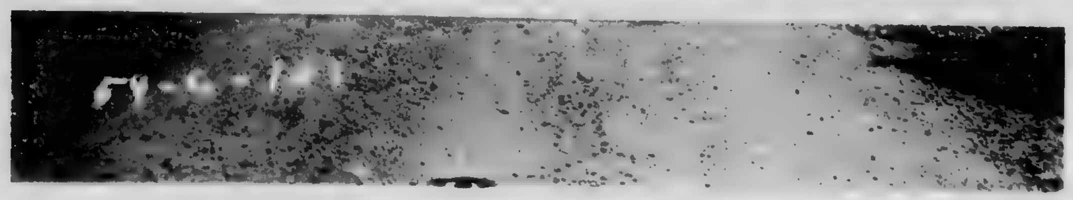
FAS [illegible] County Benton Contract No. [illegible]

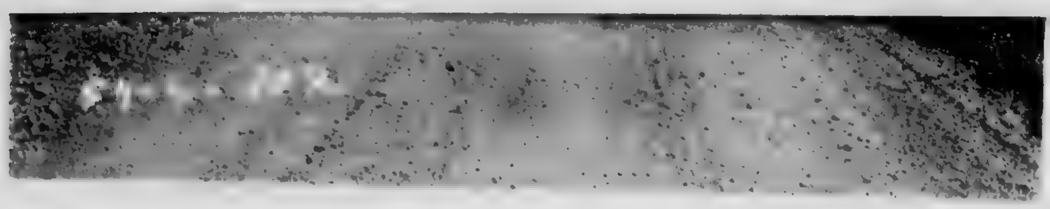
Section [illegible]

Location [illegible]

[illegible]







EIVED
N 13 1956
FILING

-139(3)

1283

5586

January 12, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Oregon Project S-139 (3)
Beaver Creek School-Twin Bridges Section

In reply to your letter of December 16 relative to the above subject matter, advise that signs warning of the narrow bridge near the westerly end of the project have been placed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:me

cc Mr. Forrest Cooper

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1956

SUBJECT: Beaver Creek School-Twin Bridges
Benton County Road

To: Mr. W. C. Williams
Deputy State Highway Engineer

OFFICE

NOTED
W. C. WILLIAMS

Reference is made to your assignment No. 6286.

Division Engineer Walker has advised that the signs referred to in Mr. Polk's letter of December 16 have been placed.

L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:dt

ASSIGNMENT

Date: December 19, 1955 No. 6286 By WCW

escription: Letter of December 16 by C. G. Polk regarding Beaver Creek School-Twin Bridges Section, Oregon Project S-139 (3), on which Mr. Polk states no signs are in place warning of narrow bridge near westerly end of project.

cknowledged by_____ Referred to Cooper ✓

_Investigate and report with recommendation
_Such action as necessary and report
_Comment or recommendation
_Return with rough draft of reply
_Prepare reply for signature of Mr.______
_Contact correspondent and report

marks: Please have Mr. Walker investigate.

PLEASE RETURN TO
W. C. WILLIAMS

cuted 1-11-56 Report Received__________

OF COMMERCE
PUBLIC ROADS
N EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

December 16, 1955

PLEASE RETURN TO
W. C. WILLIAMS

: Oregon Project S-139(3)
Beaver Creek School-Twin
Bridges Section

r 28, 1955 you advised that the
been completed on October 20.

recent inspection it was noted
warning of the narrow bridge
s project.

signs have been erected.

Very truly yours,

C G Polk

C. G. POLK
District Engineer

RECEIVED
DEC 16 1955
STATE

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

December 16, 1955

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-139(3)
Beaver Creek School-Twin
Bridges Section

Dear Sir:

By letter dated October 28, 1955 you advised that the work on subject project had been completed on October 20.

During the course of a recent inspection it was noted that no signs were in place warning of the narrow bridge near the westerly end of the project.

Please advise when the signs have been erected.

Very truly yours,

CG Polk
C. G. POLK
District Engineer

RECEIVED
DEC 16 1955
STATE

RECEIVED
NOV 29 1955
FOR FILING

-139 (3)
4383

B

November 29, 1955

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to D. F. McKenzie a portion of the funds heretofore retained by the Commission on contract No. 4383, covering the Beaver Creek School-Twin Bridges Section of the Beaver Creek-Greenberry Road in Benton County.

This payment, in the amount of $6,526.16, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,882.09. The present payment will be released on or after December 9, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

gl

CEIVED
T 31 1955
R FILING

-139(3)
4387

October 28, 1955

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 20, 1955 on Contract No. 1331, Beaver Creek School-Twin Bridges Section, in Benton County, in connection with Federal Aid Project No. S-139(3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DEP:bb
cc: John Cattrall

5-139 (3)

1-Rev 6-55—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 22, 1955, 19

ion Beaver Creek School-Twin Bridges

hway Beaver Creek-Greenberry Road

tractor D.F.McKenzie

e of contract Mar. 8, 1955, 19

te work started Mar. 10, 1955, 19

oject authorization . . . . $ 74,598.75

xclusive of Engineering . . . . . . $ 69,292.95

Kind of work Bridge, Grading & Surfacing

Section prefix 502-1035

Contract number 4383

Date of completion Oct. 31, 1955, 19

Estimated date of completion Oct. 20, 1955, 19

Per cent of time elapsed 96 %

227/237/10

mated cost of completed project, exclusive of engineering . . . . . . $ 68,500

timated per cent overrun or underrun . . . . . . 1 %

er cent of contract completed, based on total contract price . . . . . . 100 %

ngineering authorization . . . . . . $ 5304.95

Date project was completed Oct. 20, 1955, 19

Engineering cost to date $ 4200, 79 %

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed bridge approaches, rip rap of channel and bridge berms, and surfacing of that part from 228 to 239. Because of the poor grade material and wet weather, the depth of the surfacing at the bridge approaches was increased to 2-3 ft.

NOTED
FORREST COOPER

NOTED
L. H. Young

RECEIVED
OCT 26 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

Signed S Wallis

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86665

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
in project	2.67	2.67			
partially completed					
s completed	2.67	2.67			
al estimated quantities (contract)	13,100	21,500			
al quantities corrected to date	12,100	19,500			
mated quantities moved or placed to date	**	19,500			
verage daily quantities		529			
verage daily quantities necessary to complete project on time		complete			
Number shifts per day		1			
Hours per shift		8			
		5			

Average force on project for week

Men 5

Supervision 1

Men and trucks under 3 tons

Men and trucks over 3 tons 3

Men and tractors 1

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ...., ..., ..., ...

Compressors ...., Bulldozers 1, Compaction rollers ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair all week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

** There will be a substantial underrun of excavation quantities and no report is made pending office computations.

r 37

State Oregon
County Benton
Project No. S-139(3)

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 20th day of June, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 8th day of February, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program: Being 2.683 miles of Grading, draining, two-lane low type surfacing, and one bridge (Character of work) between a county road junction in Section 11, T. 13 S., R. 6 W., W.M., and F.A. Route 9 near Greenberry Station, (Control points) consisting of 2.672 miles of roadway and one (Number) bridge~~s~~ totaling 0.011 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of forty-five thousand, two hundred and 00/100 dollars ($45,200.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is seventy-two thousand, nine hundred forty-one and 00/100 dollars ($72,941.00).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title)

By Chas H Reynolds
Member, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer, Bureau of Public Roads

—32551

JUN 1
DIVISION

JUN 2

Oregon State Highway Department

Federal Aid Secondary
Project No. S-139 (3)

BEAVER CREEK SCHOOL-TWIN BRIDGES SECTION OF
THE BEAVER CREEK-GREENBERRY ROAD IN BENTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 21, 1955

Type Code 2010
Roadway (Sta. 96+36.21 to Sta. 239+00)(Contract No. 4383)

All Required	Clearing and Grubbing	$	$ 6,500.00
200 cu. yds.	Drainage Excavation, Unclassified	2.50	500.00
12,700 cu. yds.	General Excavation, Unclassified	0.30	3,810.00
15,000 yd. sta.	Short Overhaul	0.02	300.00
340 C-yd. sta.	Long Overhaul	0.50	170.00
2.67 miles	Finishing Roadbed and Slopes	500.00	1,335.00
50 lin. ft.	60-Inch Corrugated Metal Pipe	27.00	1,350.00
180 lin. ft.	12-Inch Concrete Pipe	2.00	360.00
340 lin. ft.	18-Inch Concrete Pipe	3.00	1,020.00
30 lin. ft.	24-Inch Concrete Pipe	5.00	150.00
30 lin. ft.	30-Inch Concrete Pipe	8.00	240.00
19,000 cu. yds.	Coarse Material in Surfacing	1.50	28,500.00
2,500 cu. yds.	3/4" - 0 Material in Surfacing	3.25	8,125.00
470 M-gal.	Sprinkling	2.00	940.00
300 cu. yds.	Loose Riprap	4.50	1,350.00
All Required	Provide For Traffic and Remove Old Bridges		500.00
	Subtotal		$55,150.00
	10% Engr. & Cont.		5,515.00
	Total		$60,665.00

Type Code X021
Beaver Creek Bridge (Sta. 233+35 to Sta. 233+95)

180 cu. yds.	Structural Excavation	$ 5.00	$ 900.00
20 cu. yds.	Excavation Below Elevation Shown	10.00	200.00
110 cu. yds.	Class "A" Concrete	58.00	6,380.00
30,000 lbs.	Metal Reinforcement	0.12	3,600.00
10 lin. ft.	8-Inch Metal Drain Pipe	8.00	80.00
	Subtotal		$11,160.00
	10% Engr. & Cont.		1,116.00
	Total		$12,276.00

Length of Roadway	2.672 Miles
Length of Bridge	0.011 Mile
Total Length	2.683 Miles
Cost of Roadway Per Mile	$22,703.96

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$60,665.00	$37,593.00	$11,536.00	$11,536.00
Structure	12,276.00	7,607.00	2,334.50	2,334.50
	$72,941.00	$45,200.00	$13,870.50	$13,870.50

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

Funds For Maint.: Chap. 529, Laws 1939.

Note: Necessary cash has been deposited by Benton County with the Highway Department.

April 21, 1955
Salem, Oregon

NOTED
Harold C. Ayers

Mr. R. C. Smith
Construction Engineer

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

The field data for the Bruce Junction-Martins Lake section of FAS 578 in Benton County has been examined and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

Benton County has a $60,000 uncontracted balance of FAS funds of which $20,000 has been programmed for oiling the Beaver Creek School-Twin Bridges section of FAS 206 next year. The County Court was contacted this date and elected to transfer this $20,000 to the Bruce Junction-Martins Lake project. This makes a total of $60,000 available for this project and the county wishes to proceed with the project as submitted by the division office.

The A.D.T. for this section of road is 20.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: V. G. O'Neil
Frank Hall
J. D. Walker

BENTON COUNTY COURT

CORVALLIS, OREGON

JUDGE
GEO. I. McBEE

COMMISSIONERS
WALTER SCHMIDT
A. H. SAXTON

April 20, 1955

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Oregon State Highway Department
Salem, Oregon

Attention: John W. Cattrall ✓
Engineer, County & City Relations

Gentlemen:

We are writing to you regarding the status of our FAS program. After talking to Mr. Hagemann here in our office and examining our position pertaining to new work program, we have come to the conclusion that it would be to our advantage to use all or a portion of the $2,000.00 set up for oiling of Beaver Creek project to be used on Bruce grading project. We would like very much to have the Bruce project done this year.

Trusting that this gives you our feeling in this matter, we are

BENTON COUNTY COURT

By Walter Schmidt
Commissioner

By A. H. Saxton
Commissioner

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APR 21 1955
[illegible]

RECEIVED
APR 21 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 7 1955
FOR FILING

S-134(3)
4383

April 7, 1955

Mr. D. F. McKenzie
1465 Mission St.
Salem, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4383, which was awarded to you on March 8 by the State Highway Commission, covering the Beaver Creek School-Twin Bridges Section of the Beaver Creek-Greenberry Road in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAR 29 1955
FOR FILING

S-139(3)
4383

March 25, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 18, 1955 on Contract No. 4383, Beaver Creek School-Twin Bridges Section, in Benton County, in connection with Federal Aid Project No. S-139(3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:bb

RECEIVED
MAR 14 1955
FOR FILING

5-137(3)

4292

Salem, Oregon
March 11, 1955

maint. 215
F.A. 72

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Benton County covering the Beaver Creek School-Twin Bridges Section of the Beaver Creek-Greenberry Road, FAS 206, in Benton County.

The original of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Benton County.

Secretary

[illegible]
Attach: 5

FORM E-30 25M 9-51 22318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 23, 1955

SUBJECT:

REFERRED TO
Glaisyer
BY

To: Mr. W. C. Williams
OFFICE

Attached are three copies of a finance agreement covering the Beaver Creek School-Twin Bridges Section of the Beaver Creek-Greenberry Road, FAS 206, in Benton County. Two copies of the agreement have been executed by the county and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on ~~August 9, 1954.~~ Oct 28

John W. Cattrall
Engineer, County and City Relations

By John D. Graham
John D. Graham
Office Engineer

f [illegible]
2 copies of maintenance "A"
2 " of Finance "A"

JDG:mm
Att.

4 copies of maintenance "A" [illegible]
1 copy " Finance "A"

RECEIVED
FEB 23 1955

AUTHORIZED BY HIGHWAY COM.
10-28-54 minute Page 29
DATE 8-9-54 minute Page 41
SECRETARY

A

RECEIVED
MAR 11 1955
FOR FILING

5-139(3)

4383

March 11, 1955

County Court of Benton County
Court House
Corvallis, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Benton County one fully executed copy each of a Maintenance Agreement and Finance Agreement between the State Highway Commission and Benton County covering the Beaver Creek School-Twin Bridges Section of the Beaver Creek-Greenberry Road, FAS 206 in Benton County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

~~Form~~ A-190 10M 3-54

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

Salem, Oregon

Benton County
Corvallis, Oregon

Attn: County Court

Invoice No. 38231
Date March 9, 1955
Your Req. No.
Billing Request No. cc-133
Credit distribution: 502-1935-297

RECEIVED
1955
COUNTY ENGINEER
RELATIONS

Advance Deposit	14,900.00
Partial transfer County's share total costs of Beaver Creek School-Twin Bridges, Benton County FAS project, covered by agreement dated March, 1955	11,900.00
To be retained	$ 3,000.00

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $________
By ________________

State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
J. W. CATTRALL

March 9, 1955

Benton County Court
Court House
Corvallis, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Gentlemen:

This is to acknowledge receipt of an advance deposit of $14,900 in connection with the Beaver Creek School-Twin Bridges County FAS project on FAS 206. Contract No. 4383 was awarded to D. F. McKenzie Company on March 8th, and a copy of the contract will be forwarded as soon as available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

BENTON COUNTY COURT

CORVALLIS, OREGON

JUDGE
GEO. I. McBEE

COMMISSIONERS
WALTER SCHMIDT
A. H. SAXTON

March 7, 1955

NOTED
Harold C. Ay

Oregon State Highway Department
Salem, Oregon

NOTED
J. F. HAGEMANN

Attention: John W. Cattrall
Engr., County & City Relations

Re: Beaver Creek School-Twin Bridges
FAS 206 Improvement

Gentlemen:

This letter will certify that the Benton County Court has obtained the signed options and necessary right of way so that the contract can be awarded in the above mentioned improvement.

Enclosed you will please find our warrant No. 11205 in the amount of $14,900.00 as 20% advance deposit as per the agreement between the State and County.

Very truly yours,

BENTON COUNTY COURT

By A. H. Saxton
A. H. Saxton
Commissioner

warrant no. 11205
for $14,900 to Acctg
Dw. advance
fund 3-8-55

7 Query

AHS:la
Encl- Warrant #11205

RECEIVED
MAR 8 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED
J. W. CATTRALL

March 4, 1955

Benton County Court
Court House
Corvallis, Oregon

NOTED
Harold C.

NOTED
J. F. HAGEMANN

Gentlemen:

On March 3rd the Highway Commission received a satisfactory bid from D. F. McKenzie Company of Salem for construction of the Beaver Creek School-Twin Bridges Section of FAS 206. As per the agreement between State and County, an advance deposit of 20% of the estimated total cost based on the low bid is required from the county prior to award of a contract. The amount of this deposit is as follows:

Bid Items	$66,310.00
12-1/2% Engineering & Contingencies	8,288.75
Estimated Total Cost	$74,598.75
Advance Deposit of 20% = $14,920....or, say......	$14,900.00

Please make this deposit by means of a warrant or check in the amount of $14,900 payable to the Oregon State Highway Commission, forwarding same to this office.

A letter certifying that all right of way has been obtained should accompany the deposit. Upon receipt of the deposit and letter a contract will be awarded.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

RECEIVED
MAR 8 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

S-139(3)
N3[illegible]

Salem, Oregon
March 8, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

S-139(3)

NOTED
W. C. WILLIAMS

We have received this date an advance deposit of $14,900 from Benton County and a letter certifying that all right of way has been obtained in connection with the Beaver Creek School-Twin Bridges section of FAS 206. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert

RECEIVED

/

RECEIVED
MAR 25 1955

FOR FILING

[illegible]

4383

T

March 8, 1955

D. F. McKenzie Co.
1465 Mission Street
Salem, Oregon

Gentlemen:

The State Highway Commission on March 3, 1955 accepted your proposal for 2.67 miles of grading and rock surfacing and one reinforced concrete bridge 60 feet long on the Beaver Creek School-Twin Bridges Section of the Beaver Creek-Greenberry Road in Benton County for the sum of $66,310.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4383.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

cc:
R. G. Savage
H. G. Smith
S. H. Probert
P. M. Stephenson
Pacific Builder & Engineer, Inc.

NOTED
J. Mc C.

the class of service desired;
...rwise this message will be
sent as a full rate telegram

FULL RATE TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE ☐
LETTER TELEGRAM ☐
SHIP RADIOGRAM ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

D. F. McKenzie
1465 Mission St.
Salem, Oregon

Salem, Oregon
March 8, 1955
11:45 a.m.

Contract for grading and rock surfacing and one reinforced concrete bridge on Beaver Creek School-Twin Bridges Section of the Beaver Creek-Greenberry Road, Benton County for which you submitted low bid on March 3, 1955 awarded you today. Contract forms follow shortly.

R. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Confirmation
Accounting (5003-900)
C. W. Head
Files

Secretary
OREGON STATE HIGHWAY COMM.

[illegible]

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

RECEIVED
MAR 4 1955
FOR FILING

S-139(2)
4383

S-139(2)

March 4, 1955

Mr. D. F. McKenzie
1465 Mission Street
Salem, Oregon

Dear Sir:

The State Highway Commission on March 3, 1955 accepted your bid in the amount of $66,310 for grading, rock surfacing and construction of one bridge on the Beaver Creek School-Twin Bridges Section of the Beaver Creek-Greenberry Road in Benton County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

Form cc-12 (1954 Rev.)

Oregon Project S-139(3)
FAS 206

RESOLUTION

12 21-55

WHEREAS, a county road in Benton County, State of Oregon, known as the Beaver Creek-Greenberry County Road, is routed through the County of Benton, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Benton County, the section adopted for improvement being more particularly described as follows; to wit:

> From a county road junction near the Old Beaver Creek School, easterly to a county road junction approximately 3 miles west of Greenberry.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Benton will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Benton County, Oregon, that no encroachments will be permitted on the county road known as the Beaver Creek-Greenberry County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Benton County, Oregon, this 21st day of February, 1955.

By Geo D McGee
County Judge

By Walter Schmidt
County Commissioner

By A. H. Paxton
County Commissioner

Attest:
Ralph P. Schindler
County Clerk

FORM E-30X—50,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
Harold C. Ayers

Salem, Oregon
February 18, 1955

SUBJECT: Files Number 22914 , 22915
Beaver Creek-Twin Bridges
Greenberry County Road

To: Mr. John W. Cattrall
City and County Relations Engineer
BUILDING

NOT[illegible]
J. F. HAGE[illegible]NN

Dear Sir:

Attached you will find two option forms in quadruplicate covering right of way to be acquired in connection with the Beaver Creek-Twin Bridges Section of the Greenberry County Rd.-Benton County, together with copies of Statements of Information. Also attached are two prints of Map No. 7B-21-4 covering this area and bearing our date of February 16, 1955.

NO.	NAME	AREA
22914	Francis E. and Louise E. Jacobs	0.03 acre
22915	Samuel L. Postelthwaite	0.08 acre
		Ease. 0.08 acre

Very truly yours,

R. L. PORTER
Right of Way Engineer

By Earl F. Saling
Earl F. Saling
Right of Way Office Manager

ML:lw
Enc: 2 options
cc: R. L. Porter

RECEIVED
FEB 18 1955
ENGINEER
CO[illegible]ELATIONS

To County by messenger
2-21-55 JWC

February 16, 1955

NOTED
J. W. CATTRALL

Benton County Court
Court House
Corvallis, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Beaver Creek School-Twin Bridges Section of FAS 206 upon which bids will be received March 3rd.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project is $93,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than October 31, 1955.

If satisfactory, please sign, have the county clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than February 25th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

MEMO TO J. W. NASH
1/21/55

NOTED
J. W. CATTRALL

Beaver Creek School-Twin Bridges Section - [illegible] Co.
FAS Route No. 206

This project extends from the westerly terminus of FAS Route No. 206 near the old Beaver Creek School, easterly to a connection with Oregon Project S-139(1). The existing road is of variable width with a light gravel surface averaging 24 feet in width.

The proposed project is to grade and drain to an improved grade and alinement and construct a gravel base with a crushed gravel wearing surface 26 feet in width. Included in the project is a treated pile trestle, concrete deck bridge having a horizontal clearance of 26 feet. This bridge will be over a channel change of Beaver Creek to be constructed as part of the project so as to eliminate an existing 38' long frame trestle bridge over Beaver Creek and a 13' frame trestle bridge over a tributary to Beaver Creek, both of which are deteriorated and in need of replacement. The county plans to construct an oil mat wearing surface on this section of road after the grade and base have been allowed to consolidate through one winter season.

This road serves a highly developed agricultural area and as an outlet for timber operations in the hills further to the west.

Funds:

Federal	$51,000
State	17,000
County	17,000
Total..	$85,000

Length: 2.66 miles.

NOTED
J. W. CATTRALL

Salem, Oregon
January 21, 1955

NOTED
Harold C. Ayers

NOTED

Mr. H. G. Smith
Construction Engineer

The field data for the Old Beaver Creek School-Twin Bridges Section of FAS 206 in Benton County has been examined and found to be consistent with the project as requested by the county. At the county's request this project has been extended to include a bridge over Beaver Creek. All costs in excess of the $55,000 originally programmed will be taken from the Bruce Junction-Martin's Lake project and the funds for this project reduced accordingly.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

NOTED
J. F. HAGEMANN

FORM E-30 25M 8-51

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
V. R. JONES

Salem, Oregon
Nov. 19, 1954

SUBJECT: Base Design Charts

To:
Mr. J. D. Walker
Division Engineer
Division II
Salem, Oregon

NOTED
C. Ayers

NOTED
J. F. HAGE

Dear Sir:

Reference is made to the Beaver Cr. School - Twin Bridges Section, of the F. A. S. 206 Highway.

Enclosed you will find 7 base design charts prepared from laboratory tests, numbers 350626, 350627, 350628, 350629, 350630, 350631, and 350632.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

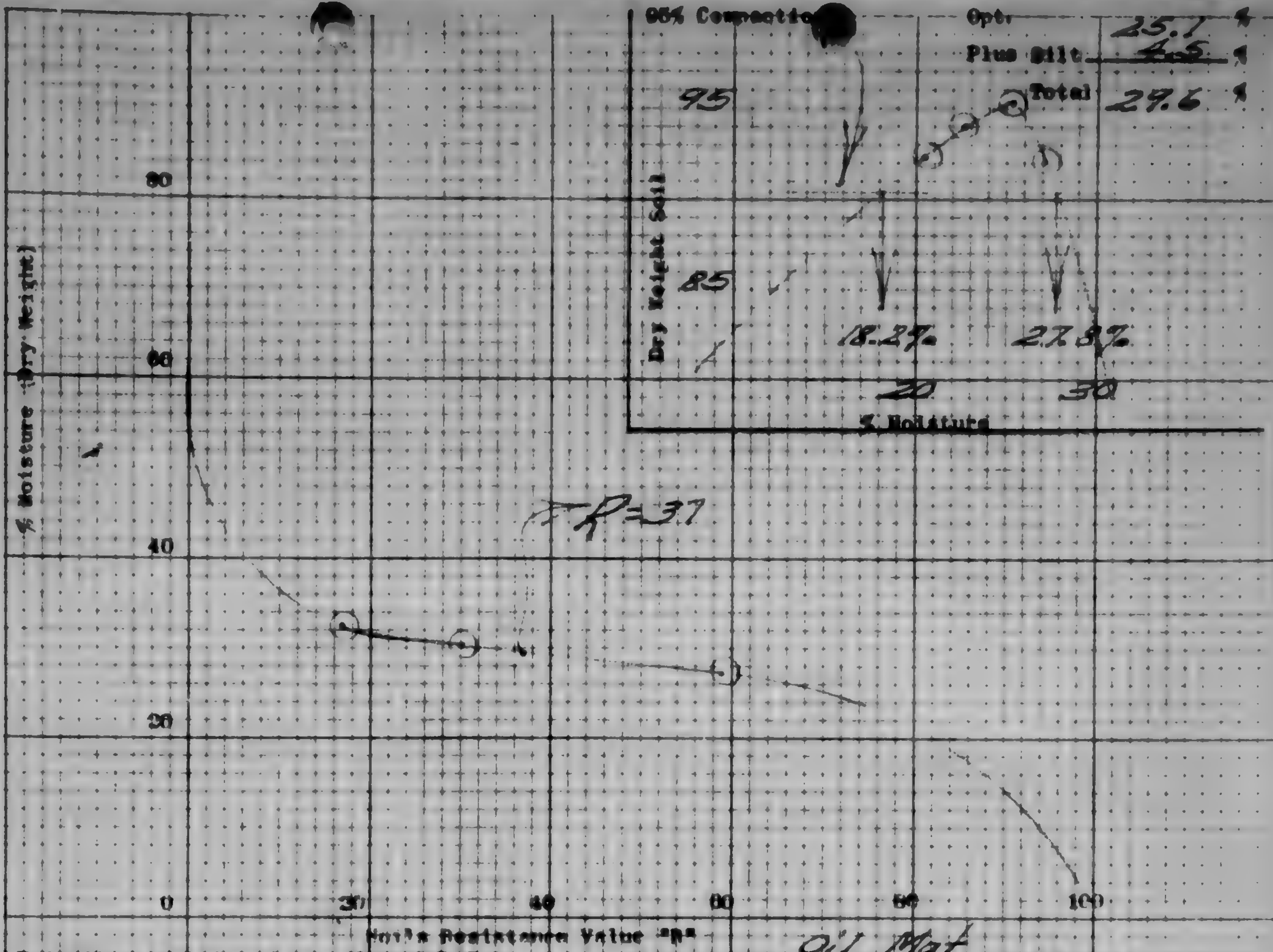
Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RECEIVED
NOV 22 1954
ENGINEER
CO[illegible] RELATIONS

RW:of
Encls.
cc H. G. Smith
S. F. Walters
County and City
R. L. Laws



95% Compaction

Opt. 25.1 %

Plus Silt 4.5 %

Total 29.6 %

Oil Mat

Data Sheet No	A34942		
Lab. No.	350626	Base & Wear M. Traffic	10.0"
LL	40	Minus Rock Reduction	—"
PI	12		"
Pass 200 Screen	93.6%	Minus Wearing Surface	—"
HYDROMETER ANALYSIS			"
Particles larger than		Plus 25% Increase	2.5"
2.0 mm	.0 %	Plus Wearing Surface	—"
Coarse Sand	.6 %	Total Base & Wear	12.5"
Fine Sand	7.4 %		
Silt	37.0 %		
Clay	55.0 %		
Pt	2.63		
Natural Moisture	%		

NOTE

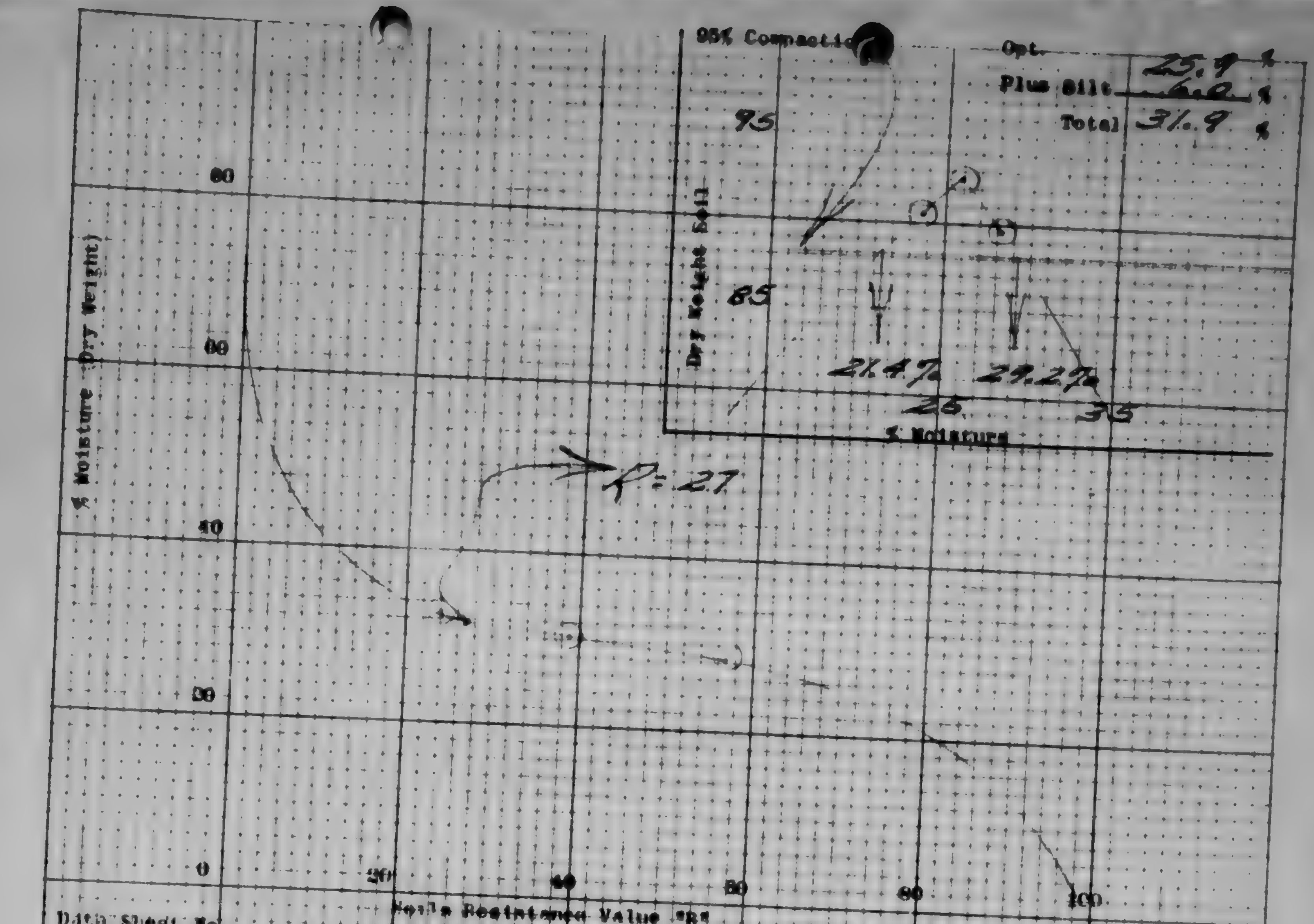
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Beaver Cr. School-Twin Bridges
Hwy F.A.S. 206
Station 99
Depth - 0-3"
Hole # 1
To be used Subgrade
Prefix No. 502-1473
County - Benton
Date - 11-18-54
Designed by S

CLEARPRINT PAPER CO. NO. [illegible] 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS
TECHNICHART
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1000H

CLEARPRINT PAPER CO. NO. 1319O. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000H



Opt. 25.9 %
Plus Silt 6.0 %
Total 31.9 %

Data Sheet No A34942
Lab. No. 350627
LL 38
PI 13
Pass 200 Screen 95.2 %

HYDROMETER ANALYSIS

Particles larger than 2.0 mm .0 %
Coarse Sand .6 %
Fine Sand 6.9 %
Silt 42.5 %
Clay 50.0 %
Sg 2.62
Natural Moisture %

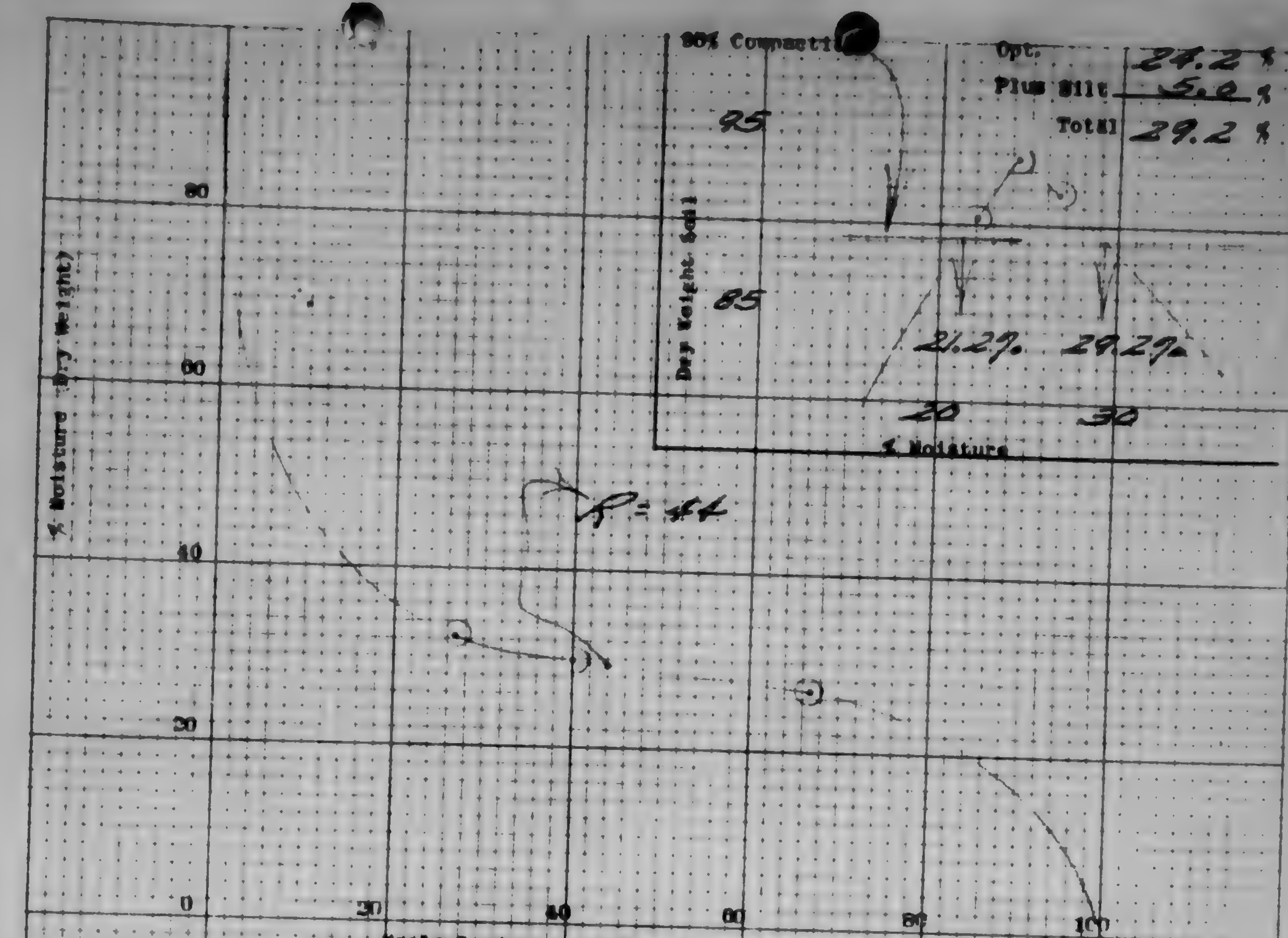
Oil Mat
Base & Wear M. Traffic 11.5 "
Minus Rock Reduction "
Minus Wearing Surface "
Plus 25% Increase "
Plus Wearing Surface 3.0 "
Total Base & Wear 14.5 "

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils, if available, in the upper portions of the cuts and fills. If frost soils prevail in area base depth should be 1/2 frost penetration

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Beaver Cr. School - Twin Bridges
Hwy F.A.S. 206
Station 123, 10' Lt.
Depth 0-3'
Hole # 2
To be used Subgrade
Prefix No. 502-1473
County Benton
Date 11-18-54
Designed by S



Opt. 24.2 %
Plus Silt 5.0 %
Total 29.2 %

O.1. Mat

Data Sheet No A34942
Lab. No. 350628
LL 41
PI 14
Pass 200 Screen 94.5%
HYDROMETER ANALYSIS
Particles larger than
2.0 mm .1 %
Coarse Sand 1.4 %
Fine Sand 5.1 %
Silt 40.5 %
Clay 52.9 %
Sg 2.62
Natural Moisture %

Base & Year M Traffic 10.0 "
Minus Rock Reduction — "
"
Minus Wearing Surface — "
"
Plus 25% Increase 2.5 "
Plus Wearing Surface — "
Total Base & Wear 12.5 "

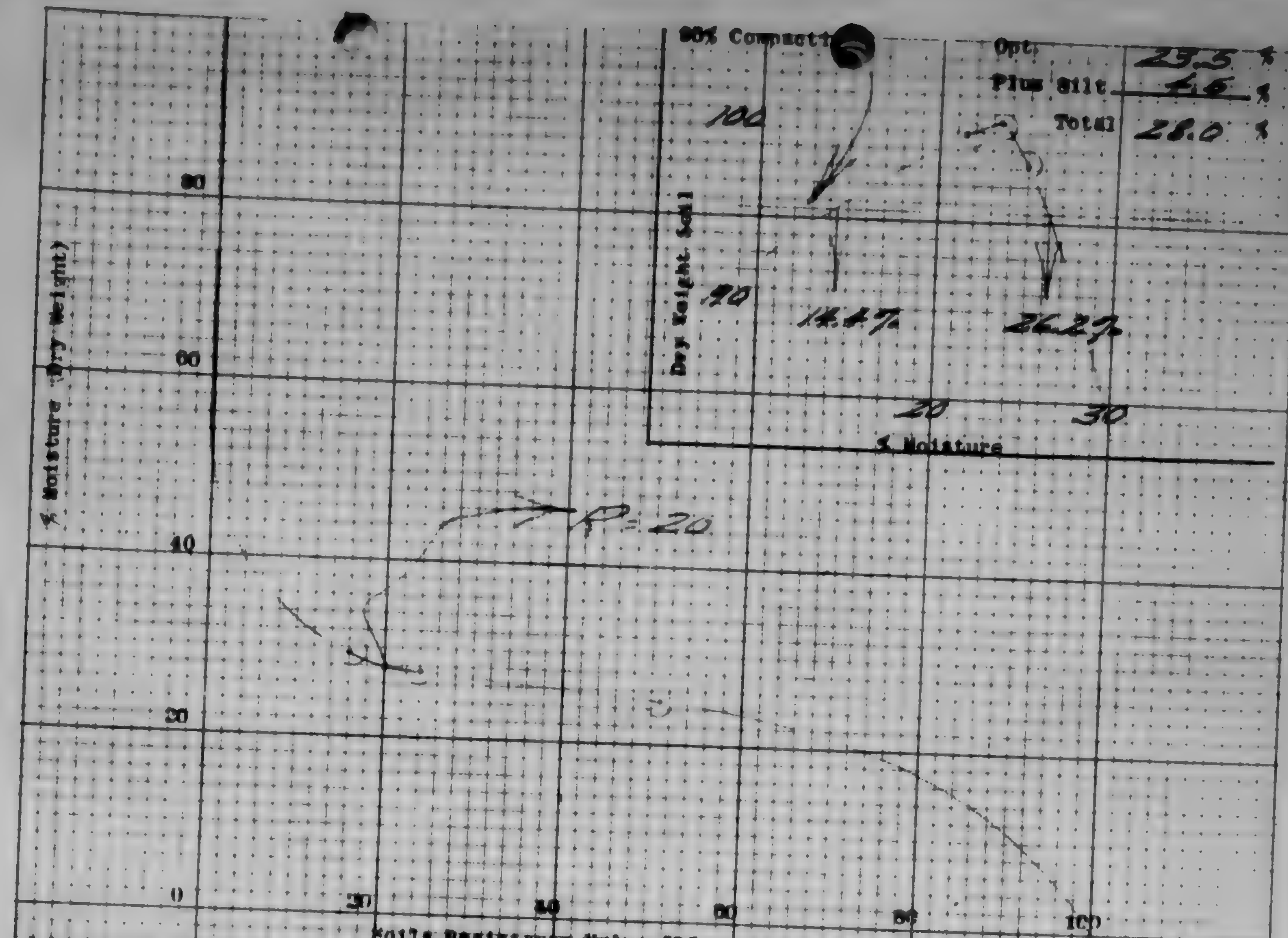
NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Beaver Cr. School-Twin Bridges
Hwy F.A.S. 206
Station 143, 8' Rt.
Depth - 0-3'
Hole # 3
To be used Subgrade
Prefix No. 502-1473
County - Benton
Date - 11-18-54
Designed by J

CLEARPRINT PAPER CO. NO T3190. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000H



Data Sheet No. A34942
Lab. No. 350629
LL 39
PI 12
Pass 200 Screen 92.1%
HYDROMETER ANALYSIS
Particles larger than 2.0 mm .1 %
Coarse Sand 1.0 %
Fine Sand 9.0 %
Silt 35.0 %
Clay 54.9 %
SG 2.75
Natural Moisture %

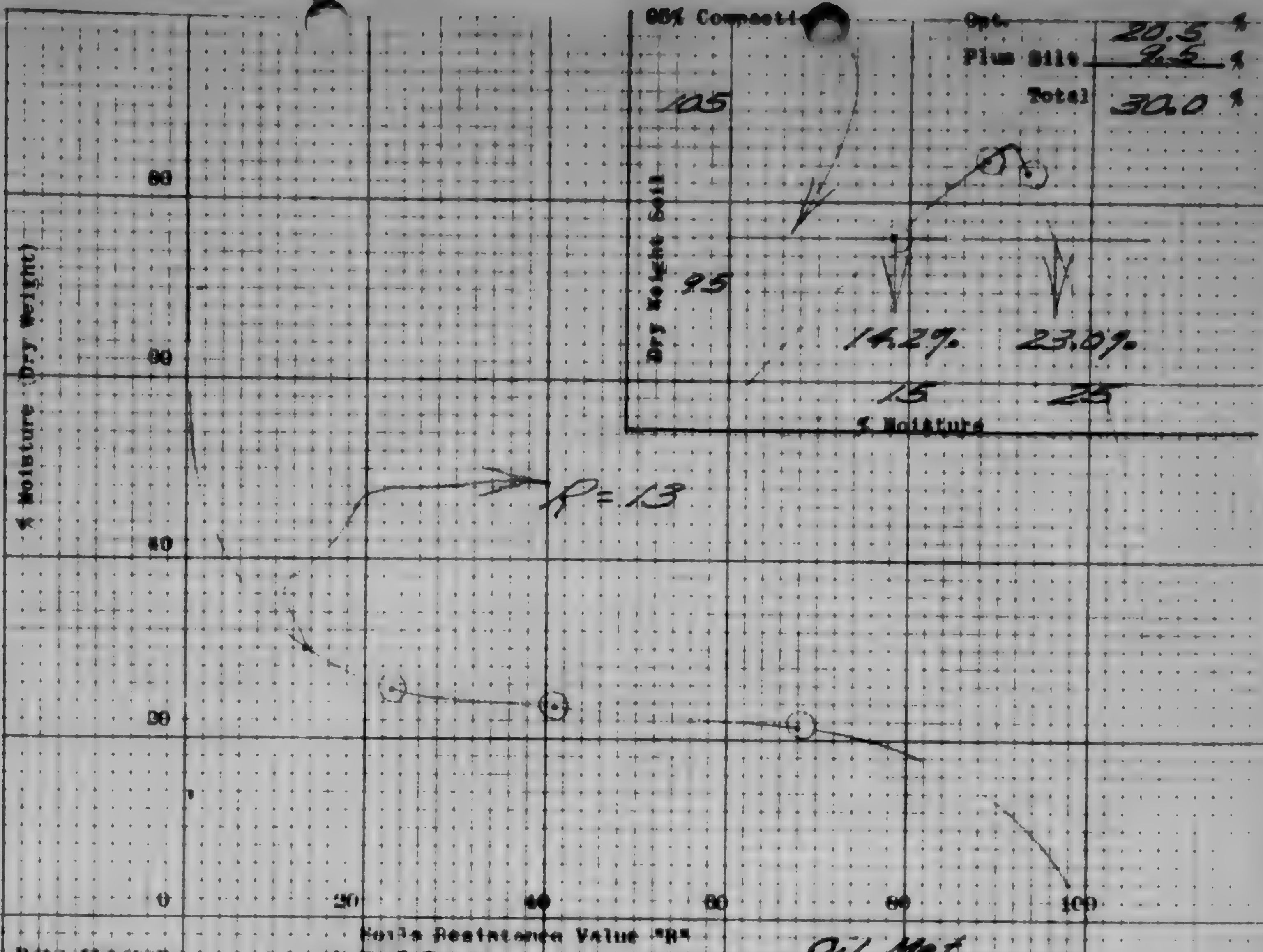
Oil Mat
Base & Year M. Traffic 13.0 "
Minus Rock Reduction — "
Minus Wearing Surface — "
Plus 25% Increase 3.5 "
Plus Wearing Surface — "
Total Base & Wear 16.5 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section [illegible] Co. School - Twin Bridges
Hwy F.A.S. 206
Station 165
Depth - 0-2.6'
Hole # 4
To be used Subgrade
Prefix No. 502-1473
County - Benton
Date - 11-18-54
Designed by

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000H
CLEARPRINT PAPER CO. NO T3190 10 DIVISIONS PER INCH BOTH WAYS 10 X 100 DIVISIONS



Opt. 20.5 %
Plus Silt 9.5 %
Total 30.0 %

Oil Mat

Data Sheet No. A34942
Lab. No. 350631
LL 30
PI 6
Pass 200 Screen 97.1 %
HYDROMETER ANALYSIS
Particles larger than 2.0 mm .1 %
Coarse Sand .8 %
Fine Sand 2.2 %
Silt 51.4 %
Clay 45.5 %
Sp 2.69
Natural Moisture %

Base & Wear M Traffic 14.5 "
Minus Rock Reduction — "
"
Minus Wearing Surface — "
"
Plus 25% Increase 3.5 "
Plus Wearing Surface — "
Total Base & Wear 18.0 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

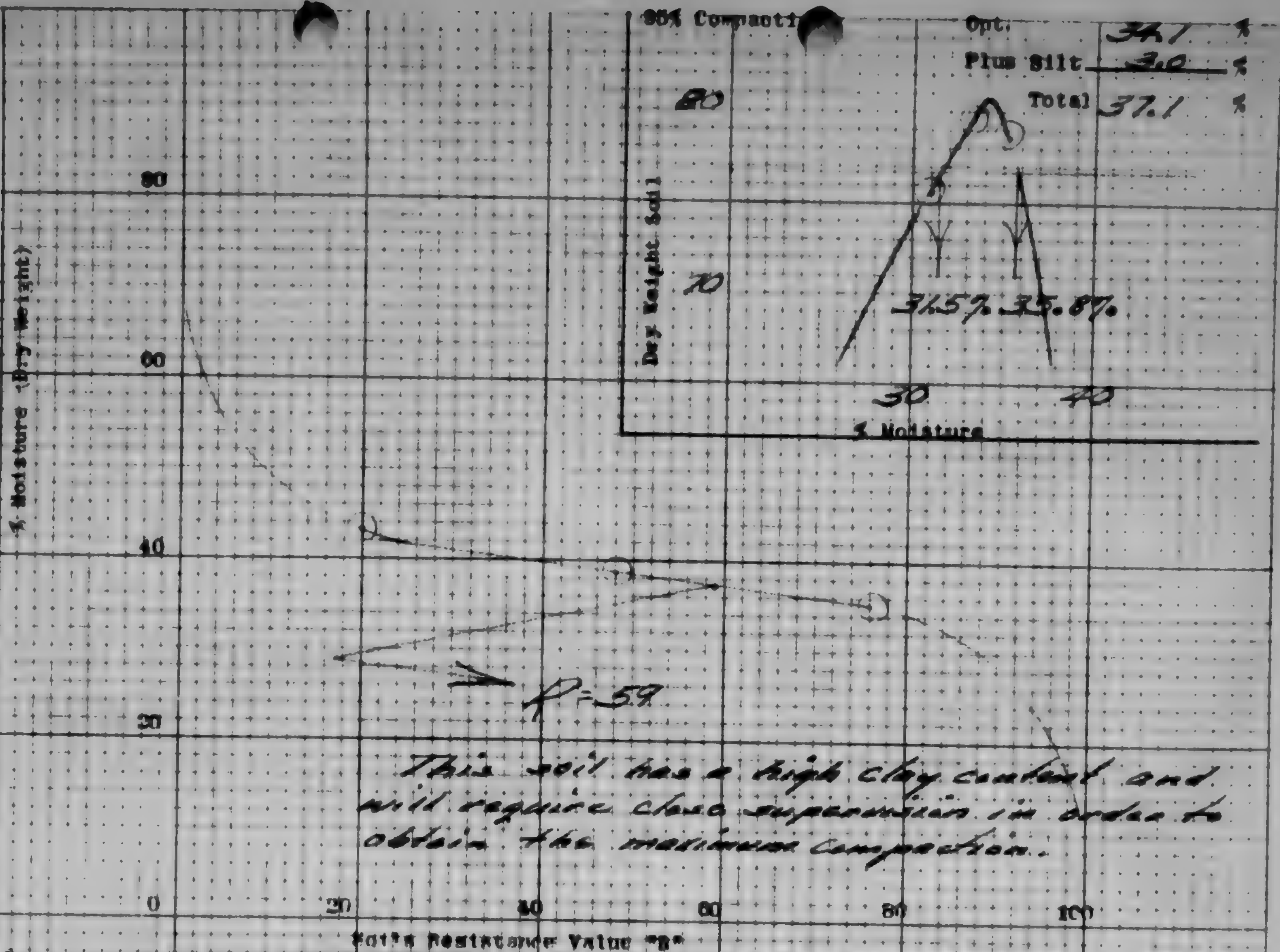
Section Beaver Cr. School - Twin Bridges
Hwy F.A.S. 206
Station 184
Depth - 0-3'
Hole # 5
To be used - Subgrade
Prefix No. 502-1473
County - Benton
Date - 11-18-54
Designed by A

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration

CLEARPRINT PAPER CO. 10 DIVISIONS PER INCH BOTH WAYS 70 x 100 DIVISIONS
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO.

CLEARPRINT PAPER CO. NO. T3190 10 DIVISIONS PER INCH BOTH WAYS 100 X 100 DIVISIONS PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000H



This soil has a high clay content and will require close supervision in order to obtain the maximum compaction.

Data Sheet No A.34942
Lab. No. 350632
LL 65
PI 27
Pass 200 Screen 95.7%
HYDROMETER ANALYSIS
Particles larger than 2.0 mm .5 %
Coarse Sand 1.6 %
Fine Sand .4 %
Silt 26.9 %
Clay 70.6 %
Sg 2.46
Natural Moisture %

Base & Wear M Traffic 10.0"
Minus Rock Reduction —"
"
Minus Wearing Surface —"
"
Plus 25% Increase 2.5"
Plus Wearing Surface "
Total Base & Wear 12.5"

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section Beaver Cr. School - Twin Bridges
Hwy F.A.S. 206
Station 227, 9' Rt.
Depth - 0-2
Hole # 6
To be used Subgrade
Prefix No. 502-1473
County Benton
Date 11-18-54
Designed by J

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

October 21, 1954

Mr. Aubrey H. Bond
Benton County Commissioner
Corvallis, Oregon

NOTED
V. R. JONES

Dear Sir:

As per your letter of October 14th the Beaver Creek School-Twin Bridges project on FAS 206 will be extended to include the Beaver Creek Bridge as well as the bridge immediately north. Any increased costs resulting in this extension will be reflected by reducing the funds available for the proposed Bruce Junction-Martins Lake project on FAS 578.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
J. F. HAGEMANN

BENTON COUNTY COURT

CORVALLIS, OREGON

JUDGE
GEO. I. MCBEE

COMMISSIONERS
WALTER SCHMIDT
AUBREY. H. BOND

October 14, 1954

NOTED
J. W. CATTRALL

RECEIVED
OCT 15 1954
ENGINEER
COUNTY & CITY RELATIONS

Oregon State Highway Department
R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: John F. Hagemann ✓
Asst. Engr., County & City Relations

Gentlemen:

It is understood that the current project on Greenberry, FAS 206, includes reconstruction of the north unit of the crossing of Beaver Creek known as Twin Bridges. A recent examination of the south unit shows it, also, to be in need of replacement.

It is requested, therefore, that the project "Twin Bridges to Old Beaver Creek School" be revised to include reconstruction of both of the bridges at Twin Bridges.

Very truly yours,

BENTON COUNTY COURT

By Aubrey H Bond
Aubrey H. Bond
Commissioner

AHB:la

Walker notified
10/21/55
J.F.H.

RECEIVED
OCT 15 1954
ENGINEER
COUNTY & CITY RELATIONS

NOTED
J. F. HAGEMANN

8

NOTED
V. R. JONES

August 12, 1954

Benton County Court
Court House
Corvallis, Oregon

FAS 206

NOTED
[illegible]

Gentlemen:

On August 9th the Highway Commission approved for construction with Federal Aid Secondary funds the project in Benton County as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Preparation of plans and specifications and approval by the Bureau of Public Roads are now required prior to contracting the proposed project. Preliminary engineering will be handled by our Division Office in Salem and will proceed as rapidly as available engineering personnel will permit.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:[illegible]

BENTON COUNTY
PROPOSED PROJECT

FAS 206 - Beaver Creek School-Twin Bridges Section, 2.5 Miles, $75,000. This section extends from a county road junction immediately west of the old Beaver Creek School, easterly to the Philomath-Bellfountain County Road. Replacement of the existing 13' P.T. span over Beaver Creek should also be included in this project. This existing P.T. is located approximately 400' south of the Philomath-Bellfountain Junction on the Philomath-Bellfountain Road.

The proposed project is to grade, place base material, place a binder course and a 20' wide O-11 with 2' shoulders. Also, replacement of the P.T. span mentioned above should be included in the project. The county has requested that the same method of construction used in 1953 and 1954 on the Twin Bridges-Muddy Creek Section of the same road be used on this section. That is to do the grading and place the base rock with a 1" crushed wearing surface during one construction season and place a leveling course as required and the oil mat the following construction season, thus permitting the new grade and base to go through one winter unoiled. This will result in the $75,000 being split as follows:

1956 Fund	Grade and base	$55,000
1957 Fund	Oil mat wearing surface	$20,000

A field survey for this section was made in 1953 under the name of Beaver Creek School-Muddy Creek.

7/21/54

NOTED
V. R. JONES

NOTED
Harold C. [illegible]rs

July 21, 1954

Mr. Curtis C. Hanson
Benton County Surveyor
County Court House
Corvallis, Oregon

FAS 206

Dear Sir:

Enclosed is a copy of Right of Way Map No. 7B-21-4, Beaver Creek School-Muddy Creek Section. You will find penciled notes copied from the original field notes showing property ties and one D.L.C. tie in the vicinity of Station 138+00.

It is hoped that this will be of some help to you; however, if I can be of further assistance please call on me.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

RHP:MM
Encl.

NOTED
J. F. HAGEMANN

NOTED
V. R. JONES

NOTED
Harold C. Ayers

July 21, 1954

Benton County Court
Court House
Corvallis, Oregon

Gentlemen:

This is to acknowledge receipt of your letter of July 20th re construction of the Beaver Creek School-Twin Bridges Section of FAS 206 as first priority for available FAS funds with said construction to be accomplished in two construction seasons to permit settlement of sub-base and base prior to oiling. This proposed project will be presented to the Highway Commission for approval at its next meeting which is August 9th and 10th.

As soon as possible I will contact you at Corvallis in order to work out details in connection with the proposed Bruce-Irish Bend-Lancaster route which you indicate as your second priority improvement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

NOTED
J. F. HAGEMANN

BENTON COUNTY COURT
CORVALLIS, OREGON

JUDGE
GEO. I. McBEE

COMMISSIONERS
WALTER SCHMIDT
AUBREY. H. BOND

FAS
206
Benton Co

July 20, 1954

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Oregon State Highway Commission
R. H. Baldock, State Highway Engineer
Salem, Oregon

Attention: John F. Hagemann ✓
Asst. Engr., County and City Relations

Gentlemen:

Reference to your letter of July 12, 1954, requesting this Court to designate FAS projects for construction, please be advised that it is desired, on first priority, to complete FAS 206 from Twin Bridges to Old Beaver Creek School, including replacement of the north unit of the Twin Bridges. The improvement desired consists of re-alignment, grading, and oil mat surface, spread over two construction seasons, to allow settlement in the sub-base.

Also, it is desired to make a start on FAS No. 578, the Bruce-Irish Bend-Lancaster route, as funds may be available. Improvement should begin at the north end and proceed southward.

Benton County is proceeding to acquire the right of way required in connection with the improvement of the Twin Bridges-Old Beaver Creek School section of FAS 206.

Very truly yours,

BENTON COUNTY COURT

By Aubrey H Bond
Aubrey H. Bond
Commissioner

NOTED
J. F. HAGEMANN

AHB:la

RECEIVED
JUL 21 1954
ENGINEER
COUNTY & CITY RELATIONS

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract #4312 Ends with: Contract # 4383

FLASH CARDS: Begins every Contract

Remarks:

Reel No. 74 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 24th day of December 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Leah Fretwell

STATE OF OREGON

MICROFILMED PUBLIC RECORD

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Signature Leah Fretwell